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Fisheries Access Study

Municipal District No. 9 Pincher Creek: Oldman, Castle and Crowsnest Rivers

Alberta
ENERGY AND
NATURAL RESOURCES
Resource Evaluation and
Planning Division



DDN536649

FISHERIES ACCESS STUDY SUMMARY

Municipal District No. 9 Pincher Creek:
Oldman, Castle and Crowsnest Rivers

Prepared for
Energy and Natural Resources
Southern Region and
Pincher Creek Municipal District No. 9

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1. INTRODUCTION AND HISTORY

In July, 1983 the Resource Planning Branch of Alberta Energy and Natural Resources (ENR) was requested to assist the ENR Southern Regional Office in preparing a strategic plan for fisheries access. This request originated when a concern about the availability of access to the Oldman, Crowsnest, and Castle Rivers was identified. The co-sponsors of this request are the Southern Region's Fish and Wildlife Division and the Pincher Creek Municipal District No. 9.

The terms of reference for the study were outlined by D.S. Radford, Director of Fish and Wildlife for the Southern Region in a memo dated July 13, 1983 to N. Kondla, Regional Resource Coordinator for the Southern Region. The terms of reference specify that the required product include documentation and mapping of:

- a) all presently available public rivers' access points
- b) all public access points that could potentially be developed
- c) private as well as public access points for the Oldman, Crowsnest and Castle River in the Pincher Creek Municipal District No. 9.

Work was initiated in September 1983 and the field study was carried out in October and November. The study methodology and preliminary results were presented to a review committee in March 1984. Site-by-site documentation of results were presented to the review committee in May 1984.

In fulfillment of the terms of reference, this report is provided along with detailed photomosaic mapping and a final site-by-site report.

2. STUDY AREA DESCRIPTION

The study area is shown in Figure 1. Boundaries were determined by a system of primary and secondary roads which provide potential trunk access roads from which to begin identifying river access. In the western extremes of this study area, the rivers are within a foothills landscape but they soon enter the plains. In the foothills, the rivers are generally not incised. When they flow into the plains region however, the channels are incised into the flat lying till and bedrock. The steep walled valleys of the rivers in the plains region are often of the order of 50-100 m. This is one of the major constraints in providing access to the edge of the river.

The river valleys in the foothills provide an eastward extension of Douglas fir, Engelmann spruce, and limber pine forest. In the lower reaches of the rivers, conifers are less prevalent and there is an increased amount of trembling aspen and black cottonwood. Cottonwood is limited to the actual floodplain while other tree and shrub species prefer the north-facing river valley slopes.

The foothills portion of the study area is predominantly an open forest and grassland environment. Virtually all this area is used for grazing, although in the most westerly areas, forest growth is sufficiently heavy to restrict grass production. The plains portion of the study area is used for grazing and for till crop agriculture. The major determinants of these two uses is the topography and soil quality. Other significant land uses in the plains region are settlements roads, transmission lines and pipelines.

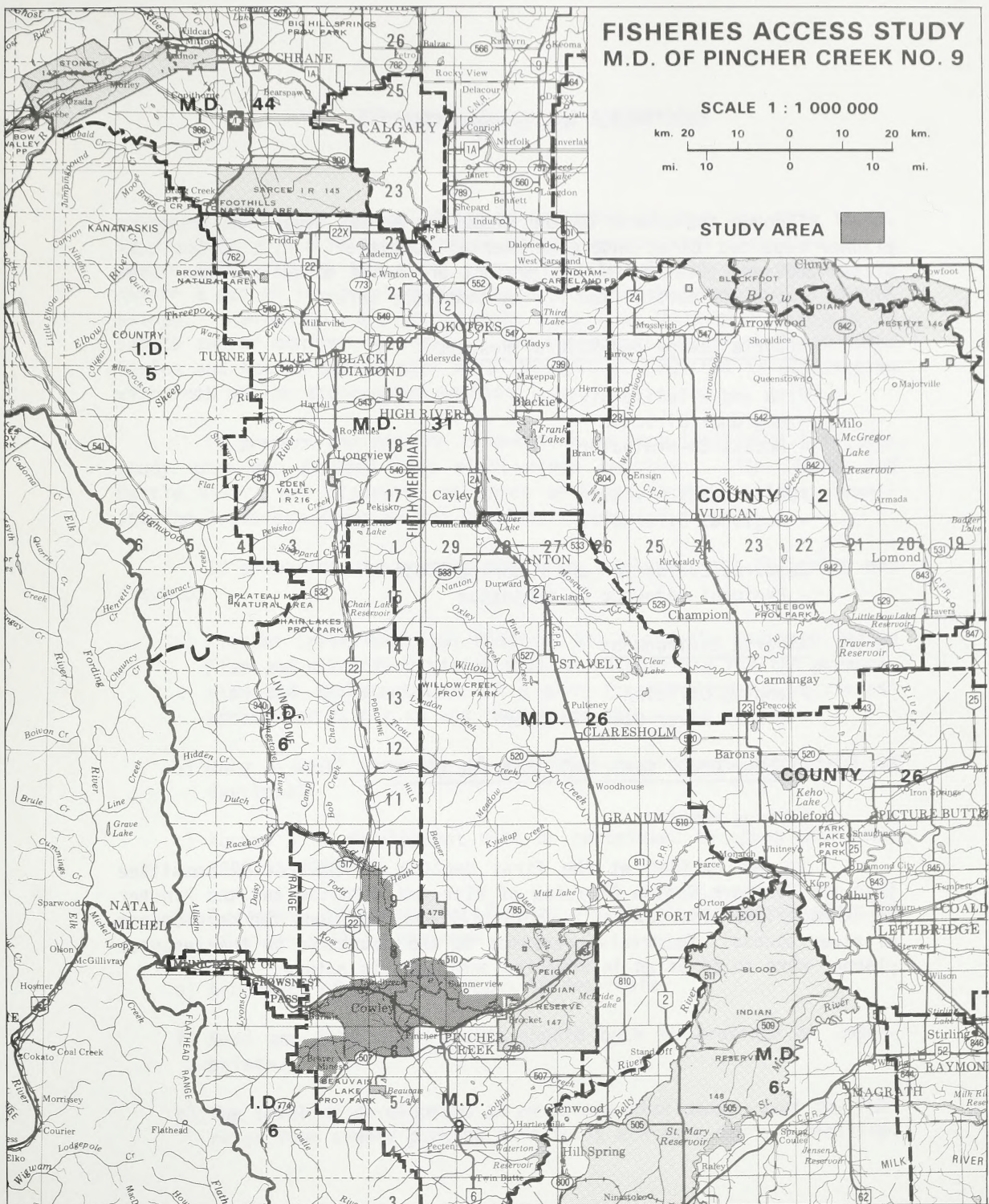


Fig. 1 REGIONAL LOCATION

3. REVIEW COMMITTEE

Through the course of the Fisheries Access Study, the resource planner reported to an intergovernmental committee. This ad hoc committee provided guidance as the project proceeded to fulfill the terms of reference. Members of the review committee were:

Alberta Energy and Natural Resources

Fish and Wildlife Division

- Regional Director
- Access Co-ordinator

Public Lands Division

- Regional Director

Resource Evaluation and Planning Division

- Regional Resource Co-ordinator

Alberta Environment

Planning Division

- Oldman River Basin Planner

Pincher Creek Municipal District No. 9

Various members

It was decided at the first meeting of the review committee that the Southern Region Division of Fish and Wildlife and the Pincher Creek Municipal District No. 9 would plan and implement the development of river access. Materials presented to the committee by the resource planner were to be of an information and analysis nature.

4. STUDY METHODOLOGY AND ASSUMPTIONS

Information was collected in a number of ways for this study. As far as was possible, potential access points were inspected and a report completed at the site. An helicopter flight was employed to obtain a set of low-level oblique color photographs of potential access points. Stereo-pair air photographs were also thoroughly examined to locate and/or confirm each site. The appropriate National Topographic Series and Access Series maps were employed as required in association with each of the above-noted methods.

To prepare and map the information on each individual site, the study area was divided into eight river sections. The Oldman and Castle Rivers are discussed as three sections (upper, middle, lower) and the Crowsnest River as two sections (upper and lower).

In preparing the mapping and sites analysis, the following was assumed:

- a) Pincher Creek Municipal District No. 9 and the Southern Region Fish and Wildlife Division will be responsible for the preparation and implementation of a plan for development of rivers' access for fisheries and recreation use.
- b) Only a small minority of potential development sites will be developed.
- c) Access site development will be restricted to areas where the need is greatest.
- d) A variety of sources of funding for development and operation of sites will be employed.
- e) A variety of types of access is desirable.
- f) Road and foot-trail access should both be provided as appropriate.
- g) The level of development at an access site could cover the full range from simply parking to a fully equipped day use facility.

5. EXISTING ACCESS

Existing access to the rivers in the study area is possible primarily at public road bridges. These are the sites where motorized access is most convenient. Other points of common access are public roads immediately adjacent to the rivers. Where the predominant land use is grazing leases, associations or cooperatives, access for recreational purposes is generally unrestricted.

Where road allowances are public or leased from the municipal district general public access is permitted. Most often, anglers or recreational users would have difficulty distinguishing undeveloped road allowances from other fencelines or private road development. For this reason, most individuals would be reluctant to use road allowances. It is therefore evident that, although road allowances are existing access points, they are rarely used for access.

5.1 Oldman River

There are five bridges across the Oldman River that provide much of the current angling and recreation access. In the upper section of the river, much of the adjacent land is held by the Waldron Grazing Cooperative. Development of access points within cooperative land could very likely be negotiated wherever they are needed. In much of the rest of the area, road allowances are the preferred sites for access development.

There are 39 road allowances that intersect the Oldman River in the study area. Of these, 13 are east-west and 26 are north-south.

5.2 Crowsnest River

There are six bridges across the Crowsnest River within the study area. Because of the relatively large number of residences near the river, access to the river is a particularly sensitive issue.

Access is well developed in the vicinity of Lundbreck Falls with numerous random access points between the falls and the village of Lundbreck on the south side of the river. The problem in the area is one of an excess of access points. A total of 11 north-south and two east-west road allowances cross the Crowsnest River.

5.3 Castle River

The Castle River within the Pincher Creek Municipal District No. 9 is crossed by four road bridges. In the upper section, the land is adjoined by a large amount of leased land. Because of the natural wooded environment of much of the leased land, it is suspected that random vehicular and foot access is a common occurrence.

The river is intersected by 16 north-south and five east-west road allowances.

6. POTENTIAL ACCESS

In the discussion of existing access, bridges, areas of leased grazing land, and road allowances were addressed. For the purposes of this study, the existing access points must also be considered as potential sites. Each existing access point (with a few exceptions) requires a certain level of development to formally designate it as an access point.

In addition to the three types of existing/potential access farm and ranch roads were also identified as potential access points.

In the extreme, there is a limitless supply of potential access site as it would conceivably be possible to negotiate road and facility development anywhere on private land. There is surely a number of development sites with no roads that are of good quality on private land that have not been identified by this study. With the number of public and private sites that have been identified however, there is ample choice of good sites to plan the development of the required sites.

7. DESCRIPTION OF RIVER SECTIONS

7.1 Upper Oldman

The Upper Oldman River Section begins where the river crosses the forest reserve/municipal district boundary and ends at the second bridge downstream. It is 34 kilometers long and includes 29 existing/potential sites.

For a short distance from the boundary, the environment is an open montane forest. The remainder is grassland with some forested area along the north facing valley wall. This grassland portion of the river is characterized as an incised valley. The valley walls are very distinct but the width of the floodplain varies considerably.

This section of the river is popular for anglers and canoeists. Much of the section is accessible because of a policy of the adjoining Waldron Grazing Cooperative for allowing public access on both leased and private land. Certain parts of this section are difficult to access because of long distances between public roads and the river, steep valley walls and banks, and ill-defined road allowances.

7.2 Middle Oldman

This section extends from the bridge at the end of the upper section to the confluence with the Crowsnest River. It is 19.5 kilometers long and 17 existing/potential points of river access have been identified. On the east side of the river the land rises toward the Porcupine Hills. The western bank of the river, aside from the valley wall, is quite flat. As in the upper section, the river is incised and the floodplain width varies considerably. The combination of the slope and the incised valley on the eastern side of the river results in difficult conditions for river access. The proximity of public roads and the gentleness of slope on the west side, however, provide for good access opportunities.

7.3 Lower Oldman

From its confluence with the Crowsnest River to the point where the river enters the Peigan Indian Reserve, 21 existing/potential access sites have been identified. This section is 35 kilometers long and includes the waters of the Castle River, five kilometers downstream of the beginning of the section.

In general, access to the section of the river is more convenient from the north side of the river. The land between Highway 3 and the river on the south side is relatively undeveloped. In addition, the distance between the highway and the river is quite lengthy.

The physiography of this section is one of rolling grassland/farmland. There is cottonwood riverine forest along river terrace areas of the floodplain. This open, mature tree cover provides shelter for development of day-use facilities.

7.4 Upper Crowsnest

Eight sites of existing/potential access have been identified in the Upper Crowsnest section. This section extends from the Pincher Creek Municipal District No. 9 western boundary to the downstream side of the Highway 3 bridge over the Crowsnest River.

Foothills topography adjoins the river throughout this section and the roughness is a factor limiting the potential feasibility of some sites. Another limiting factor is the location of the Canadian Pacific rail line which runs between Highway 3 and the river for nearly all this section. It is expected that if an access development point is selected along the north side of the river, an agreement with Canadian Pacific could be negotiated.

7.5 Lower Crowsnest

The Lower Crowsnest Section is 13.5 kilometers long. Much of this section, which extends from the Highway 3 bridge to the confluence with the Oldman River, is in a prairie environment. Compared to the upper section, the river is more incised through this section. Ten sites of existing/potential access have been identified.

The development potential in this section is favorable, however the potential for conflict with landowners is probably higher in this section than in any other.

7.6 Upper Castle

The 14 kilometers Upper Castle section, includes eight sites of existing/potential access. It begins at the Municipal District No. 9/ forest reserve boundary and ends just below the Secondary Road 507 bridge.

The entire section is within foothills terrain however in some locations, the floodplain and river terraces are used for agricultural pursuits. As the river proceeds eastward, the proportion of agricultural land increases.

7.7 Middle Castle

From below the Secondary Road 507 bridge the upstream side of the Highway 3A bridge, the Middle Castle Section (19.5 kilometers) includes 16 existing/potential access sites. The landscape becomes progressively flatter from west to east. The river is quite deeply incised in the landscape however there are wide variances in the width of the floodplain.

Existing access to this section is relatively poor although good potential is indicated by the number of sites.

7.8 Lower Castle

The 14.5 kilometers Lower Castle section includes seven existing/proposed sites. For its entire length, the river is in a plains environment resulting in an incised channel. Because of the two highway bridges, the middle part of this section is highly accessible. Much of the potential in this section is private farm/ access roads. Downstream of the Highway 3 bridge on the east side of the valley, access potential is limited by the distance to the river from established roads.

APPENDIX

Upper Oldman River	Sites	1 - 29
Middle Oldman River	Sites	1 - 17
Lower Oldman River	Sites	1 - 21
Upper Crowsnest	Sites	1 - 8
Lower Crowsnest	Sites	1 - 10
Upper Castle River	Sites	1 - 8
Middle Castle River	Sites	1 - 15
Lower Castle River	Sites	1 - 7

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 1

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 3.3 KM (0.8MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (0.2MI.)

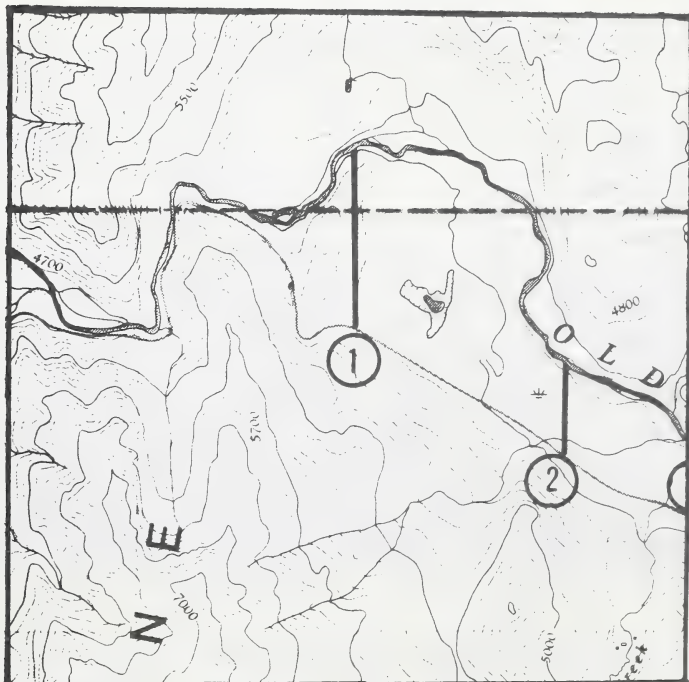
DESCRIPTION: Trail from 517 to near riverside, Road allowance

POSITIVE ASPECTS: This is an open delta deposit, some trails in existence.

NEGATIVE ASPECTS: Long distance to river relative to nearby areas, no
particular advantage over surrounding undeveloped land.

LEGAL STATUS: N-S, Secs 33, 34, Twp 10, R 3, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

_____ BASIC (SIGN, PARKING)

_____ FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

_____ DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

If a site is needed in this area, it should be developed at a suitable site near
the river where the road enters the Livingstone Gap.

PHOTO:



Heavily wooded roadside at Forest Reserve/M.D. Boundary

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 2

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (.4 MI.)

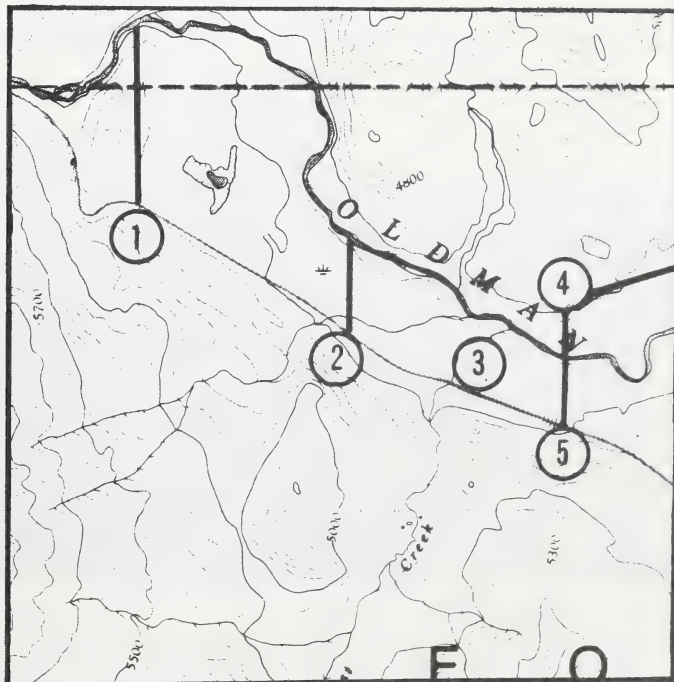
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Access needed in the area, not available on north side
of river

NEGATIVE ASPECTS: This is boggy land along road allowance.

LEGAL STATUS: N-S Secs. 26, 27, Twp 10, R 3, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

2 BASIC (SIGN, PARKING)

1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The relatively short distance to the river increases the value of the site.

Development of a suitable facility could be achieved at this site. The south
side of the road provides a good development site.

PHOTO:



Road allowance; river visible in centre of picture.

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 3

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .56 KM (.35 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

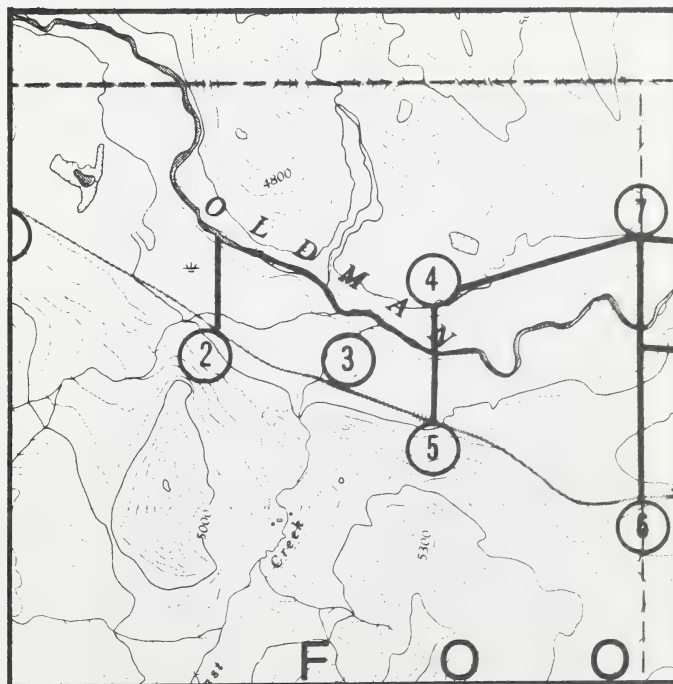
DESCRIPTION: Farm road from secondary road

POSITIVE ASPECTS: Farm road provides access almost to river's edge. Sheltered
from prevailing winds.

NEGATIVE ASPECTS: _____

LEGAL STATUS: Sec. 31, Twp 10, R 3, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

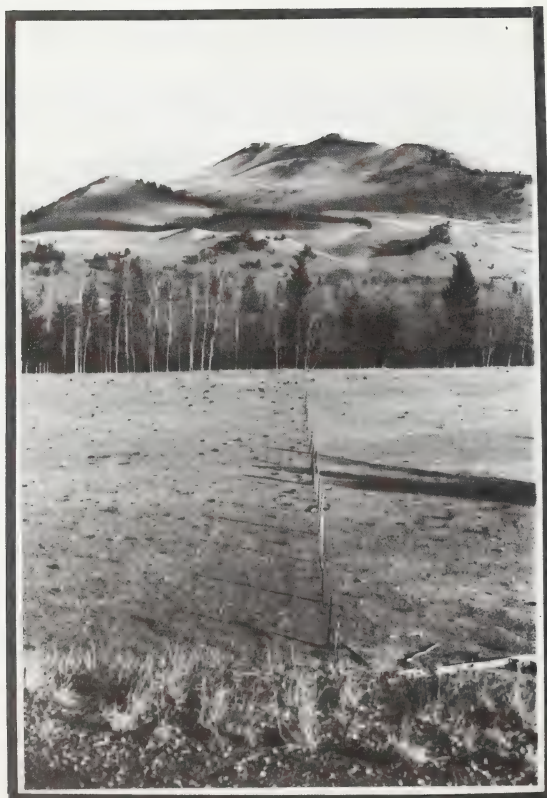
_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The access road across private land would provide a very nice development site.

The acceptability of any development must be discussed with landowner.

PHOTO:



Fenceline along road
allowance; view north

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 4

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 4.2 KM (2.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: Trail to river

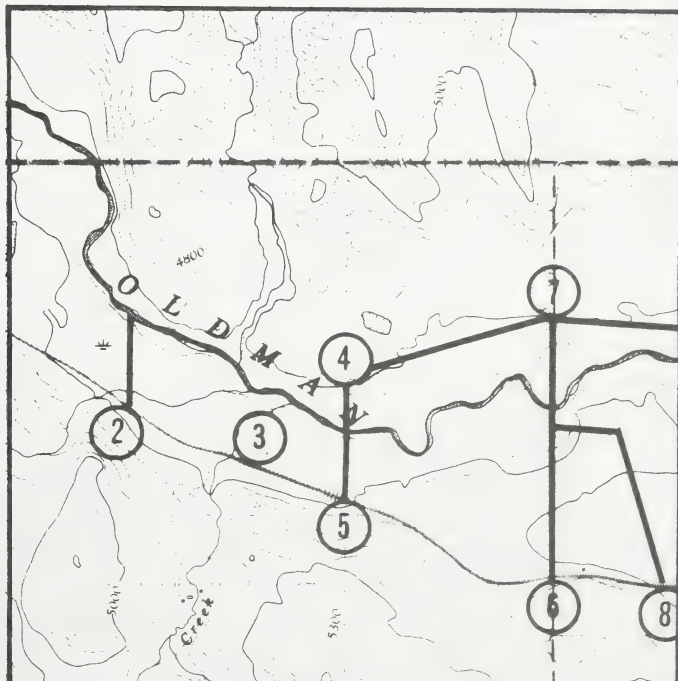
DESCRIPTION: Crude truck trail

POSITIVE ASPECTS: Only access along north side of river,

NEGATIVE ASPECTS: It is not in the M.D.

LEGAL STATUS: Traverses Secs. 35, 36, Twp 10, R 3, W5M and Sec. 31, Twp 10, R 2,
W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 4.2 KM (2.6 MI.)

COMMENTS:

This site could possibly provide a nice secluded campsite.

Because of good access possibilities on the south side of
the river, it is probably not needed as a fishing access.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 5

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .4 KM (.25MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .4 KM (.25MI.)

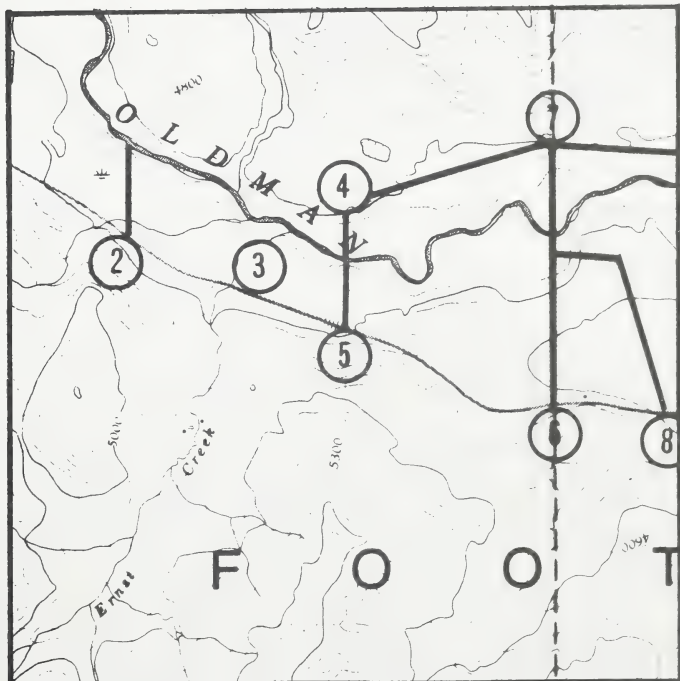
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Relatively short distance to river, provides needed access
in this stretch of river.

NEGATIVE ASPECTS: No existing development aside from fenceline, relatively
steep descent to river at river break.

LEGAL STATUS: N-S Secs. 25, 26, Twp 10, R 3, W5M lease and private land
adjacent

PROFILE:



DEVELOPMENT SUITABILITY:

 1 BASIC (SIGN, PARKING)

 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

The road allowance joins the road at a rather large fill. If any development is
to be done at the site, parking would have to be somewhat west of the base of the
road fill.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 6

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.3 KM (.8 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.3 KM (.8 MI.)

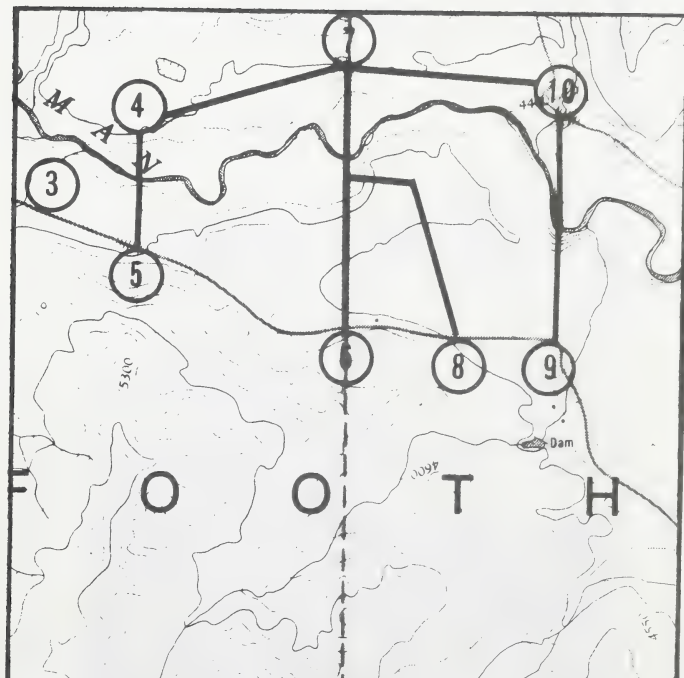
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Provides for public access to river where presently few
sites are available.

NEGATIVE ASPECTS: There is no travel access at present.

LEGAL STATUS: Sec. 25, Twp 10, R 3, W5M and N-S Sec. 30, Twp 10, R 3
road allowance.

PROFILE:



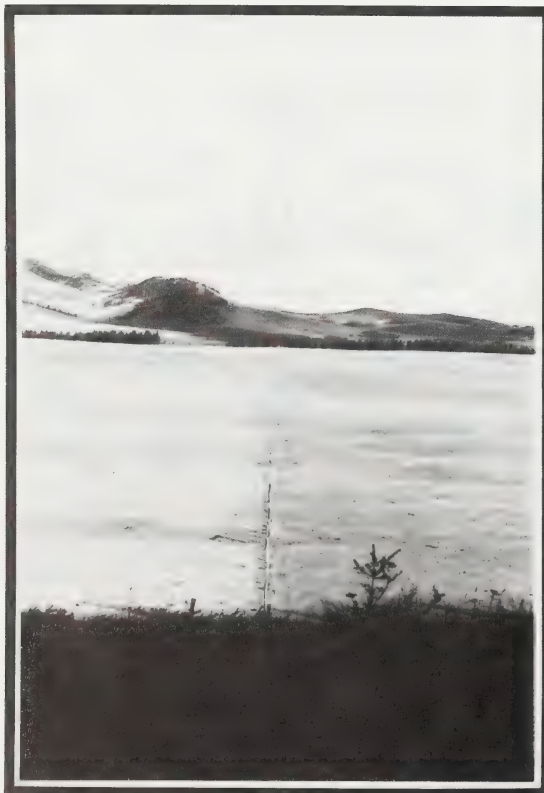
DEVELOPMENT SUITABILITY:

- 1 BASIC (SIGN, PARKING)
- 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)
- 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)
- ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.3 KM (.8 MI.)

COMMENTS:

While there is no road or travel along this road allowance a road described in
Site 8 takes one to the riverside at the same point that this road allowance
intercepts the river.

PHOTO:



Fenced road allowance
view north

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 7

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.61 KM (1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 10.5 KM (6.5 MI.)

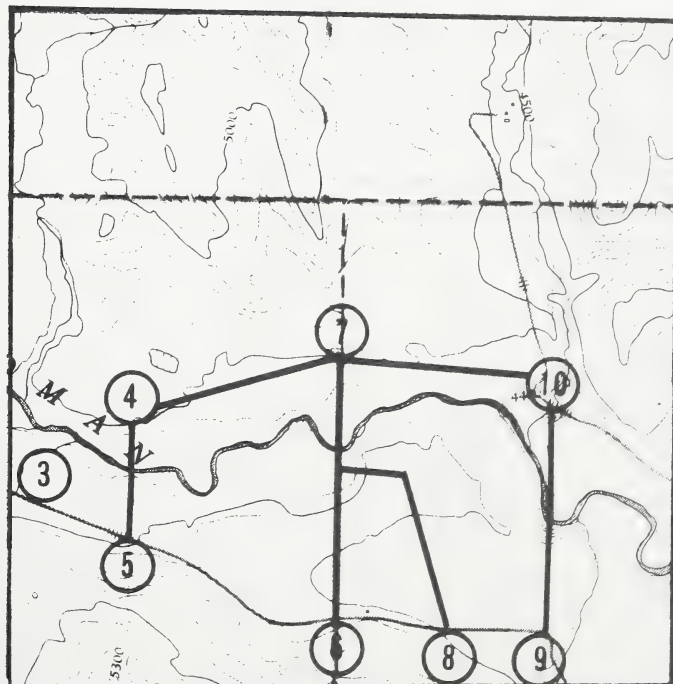
DESCRIPTION: Truck trail as described in Site 4 to road allowance

POSITIVE ASPECTS: No other access on north of river, access on south
side is further from secondary road.

NEGATIVE ASPECTS: Trail very crude

LEGAL STATUS: Sec. 31, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.6 KM (1 MI.)

COMMENTS:

This access trail is described in site 4. A description of the site 7 alternative
is to use the first road allowance encountered as the southward access point to the
river.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 8

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.9 KM (1.2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

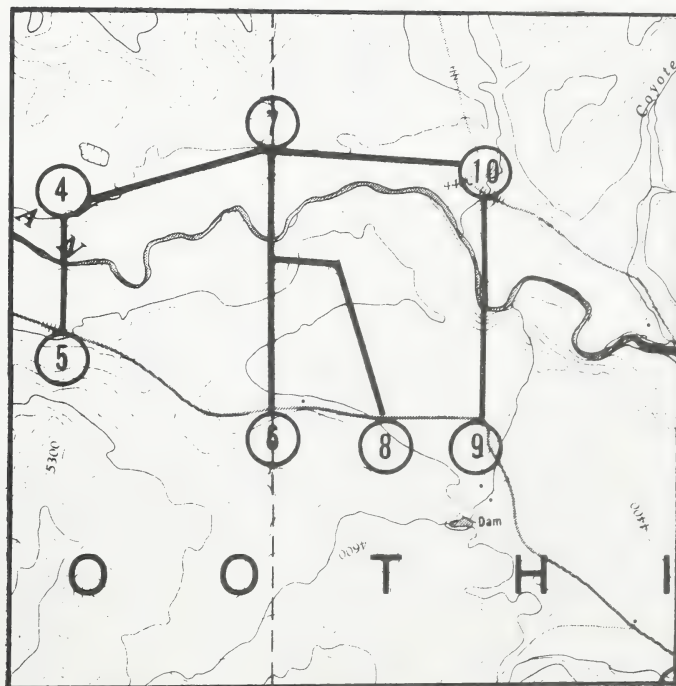
DESCRIPTION: Ranch road (dirt)

POSITIVE ASPECTS: Provides access to near the river bank. Road quality
appears to be good.

NEGATIVE ASPECTS: On private land.

LEGAL STATUS: Sec. 30, Two 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

2 BASIC (SIGN, PARKING)

1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.9 KM (1.2 MI.)

COMMENTS:

If permission can be gained for using the ranch road, facilities could be constructed
on and adjacent to the N-S road allowance between Sec. 30, Twp 10, R 2, W5M and
Sec. 25, Twp 10, R 3, W5M

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 9

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1 KM (.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

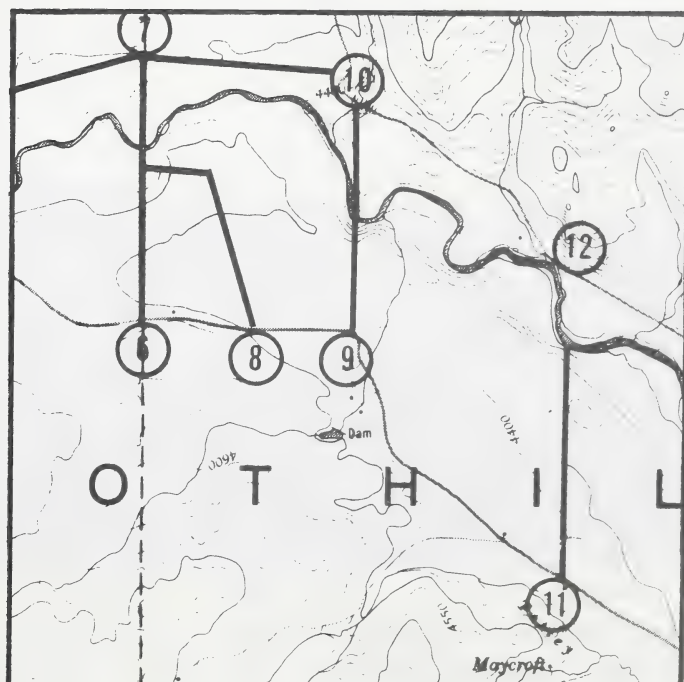
DESCRIPTION: Road allowance with truck trail

POSITIVE ASPECTS: Relatively short distance to river, truck trail has been
established on road allowance.

NEGATIVE ASPECTS: Access also available on the north side of river, steep
eroded slope near river.

LEGAL STATUS: N-S Sec. 29, 30, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .8 KM (.5 MI.)

COMMENTS:

If a hiking trail could be developed down the steep river bank, the site at the
top of the river bank would provide an attractive development site.

PHOTO:



Truck trail along road allowance; view north

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 10

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .32 KM (2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (2 MI.)

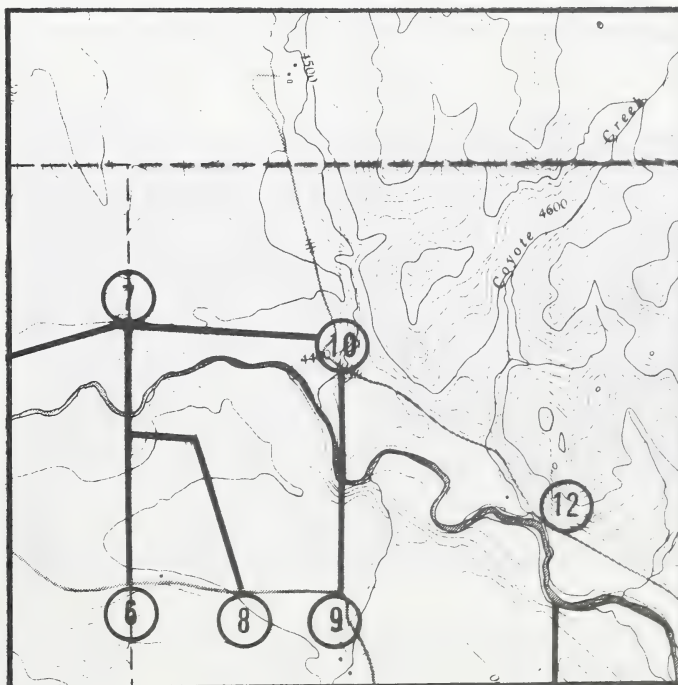
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Close to river, last good point of access on north side
of river.

NEGATIVE ASPECTS: Road allowance parallels river on point bar.

LEGAL STATUS: N-S Secs. 29, 30, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Use of the road allowance for access is suggested for parking facility if required
but not as the access corridor. Access from parking at the site would be best along
a trail down the valley of Bob Creek.

PHOTO:



Bob Creek - a short distance west of road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 11

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.8 KM (1.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.8 KM (1.1 MI.)

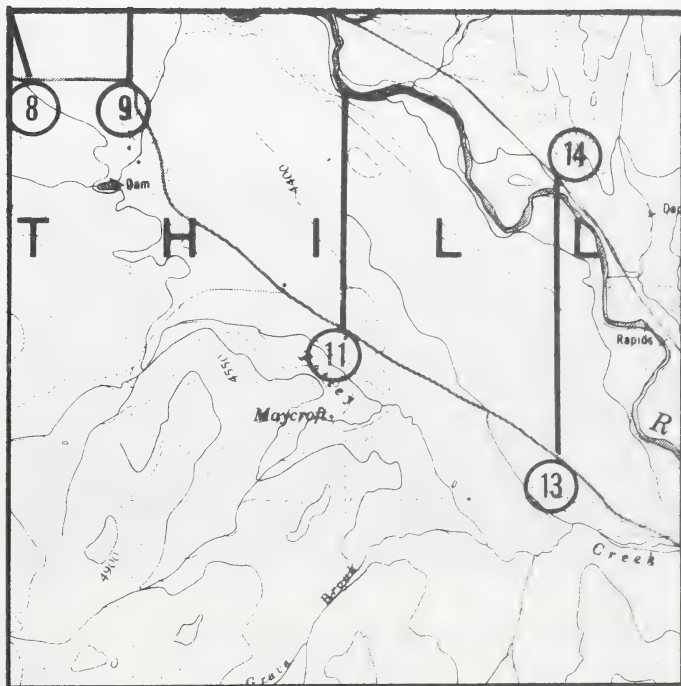
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Good potential for trail development from top of river
break.

NEGATIVE ASPECTS: Closer access on the north side of the river.

LEGAL STATUS: N-S Secs. 16, 17, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.61 KM (1 MI.)

COMMENTS:

If this site is developed the road allowance could be easily upgraded. It appears
to be on gravelly outwash deposits. Parking at the top of the break would provide
a short walk down to the river. There is, however, a good road access to this
stretch of river on the north side.

PHOTO:



View north along road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 12

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

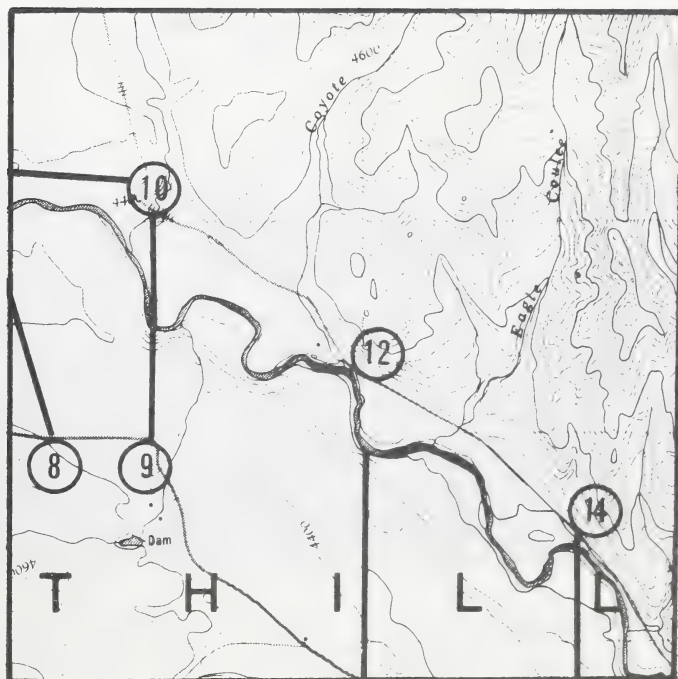
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Road is immediately above river valley.

NEGATIVE ASPECTS: _____

LEGAL STATUS: N-S Secs, 28, 29, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

- 1 BASIC (SIGN, PARKING)
- 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)
- 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)
- _____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site, like most of the sites on the north side of the Upper Oldman are within the Waldon Grazing Co-op. Access is unlimited except for requests to drive only on established trails.

PHOTO:



Road allowance parallels river channel for a distance before intersecting.

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 13

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.9 KM (1.2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .4 KM (.25 MI.)

DESCRIPTION: Road allowance and truck trail

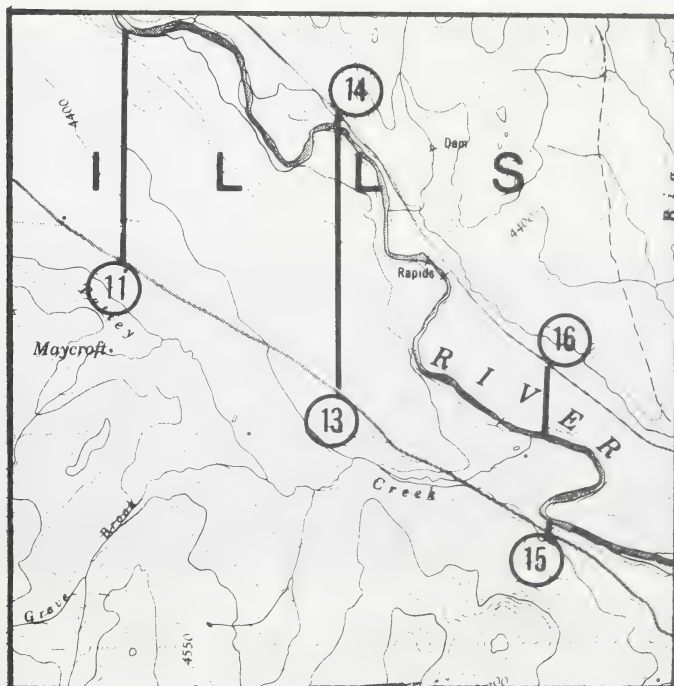
POSITIVE ASPECTS: Aesthetic quality of potential development site is high.

NEGATIVE ASPECTS: It is a long distance from the secondary road to the river.

The site on the opposite side of the river is very close to the road.

LEGAL STATUS: N-S Secs. 15, 16, Twp 10, R 2, W5M lease and private land adjacent to road allowances.

PROFILE:



DEVELOPMENT SUITABILITY:

 3 BASIC (SIGN, PARKING)

 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.1 KM (.7 MI.)

COMMENTS:

A truck trail follows the road allowance and then deviates from the allowance. It then proceeds into the valley. This truck trail accesses river terraces that could provide very nice day-use sites. If access only is required, the road on the north side would suffice.

PHOTO:



View north along road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 14

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

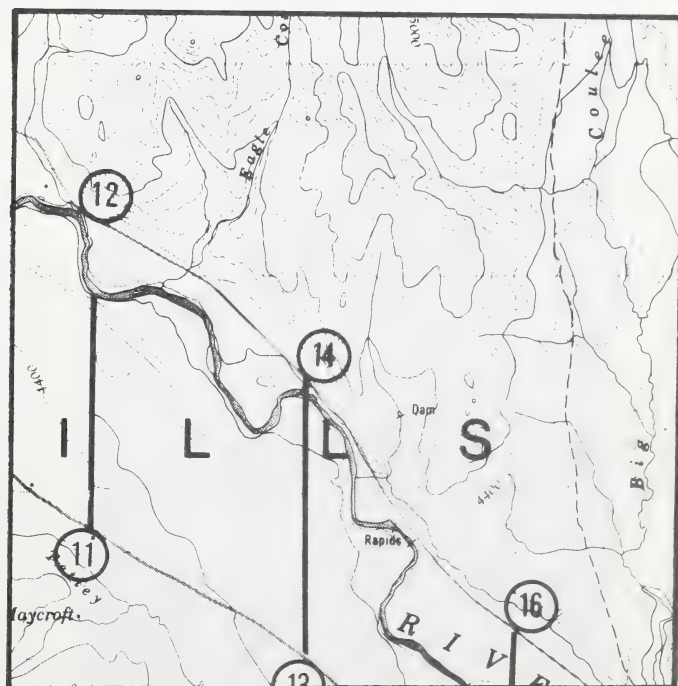
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Road allowance intersects secondary road immediately adjacent to the river.

NEGATIVE ASPECTS: A steep bank to the riverside at the site of the road allowance.

LEGAL STATUS: N-S Secs. 21, 22, Twp 10, R 2, W5M

PROFILE:



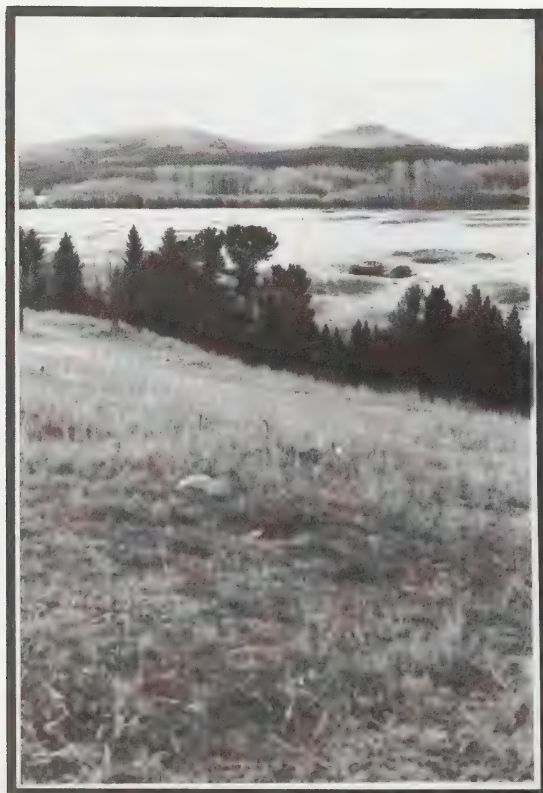
DEVELOPMENT SUITABILITY:

- 1 BASIC (SIGN, PARKING)
- 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)
- 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)
- ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site appears to be quite popular with fishermen. The trail leads to
the river both to the east and the west.

PHOTO:



Short distance to river
along unmarked road
allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 15

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

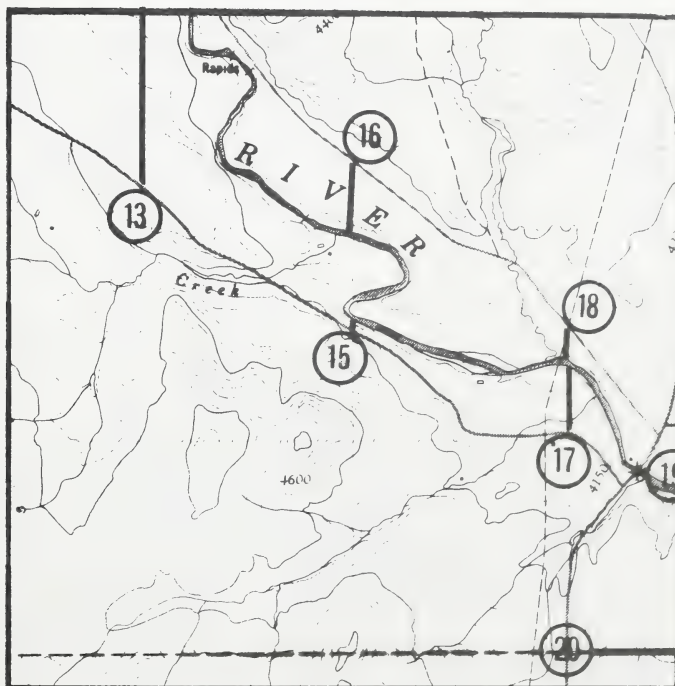
DESCRIPTION: Farm access road, road allowance

POSITIVE ASPECTS: Use of farm access road would provide best access in the
this stretch on either the north or south side of the
river.

NEGATIVE ASPECTS: Landowner may object to use of his land for access.

LEGAL STATUS: NE $\frac{1}{4}$ Sec. 10, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (ML.)

COMMENTS:

This farm road would provide one of the closest access points on the south side
of the river without the costs of road development. The terminus of the road
is near the point where the N-S road allowance between sections 10 and 11 T11 R 2
intercepts the river. The two sites are considered together.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 16

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .48 KM (.3 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .48 KM (.3 MI.)

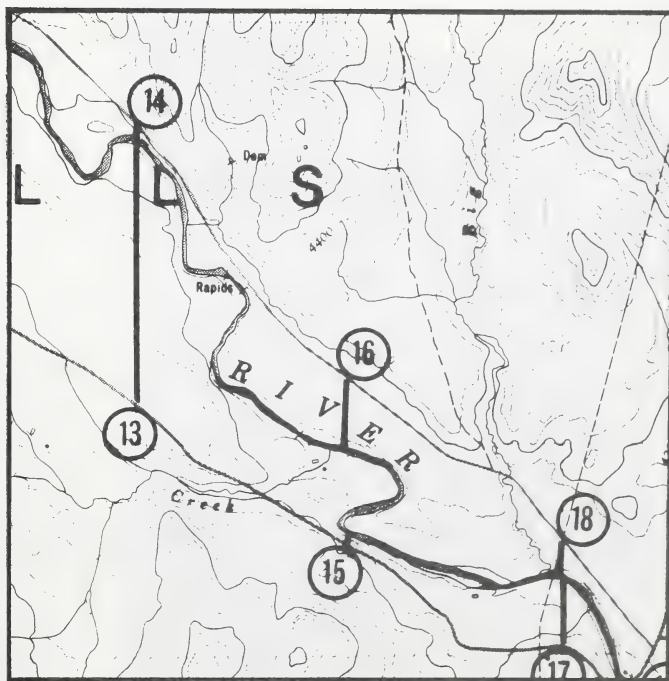
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Straight forward access across grazing land to riverside.

NEGATIVE ASPECTS: Difficult to walk along river because of incised stream bed.

LEGAL STATUS: N-S Secs 14, 15, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

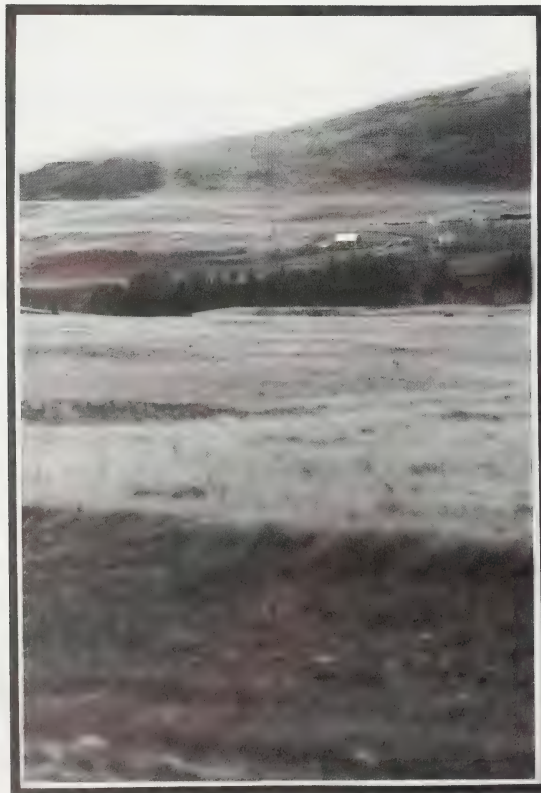
3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

The value of delineating this site depends on the need for a site this close
to the Waldron bridge.

PHOTO:



View south along unmarked
road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 17

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .4 KM (.25 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .4 KM (.25 MI.)

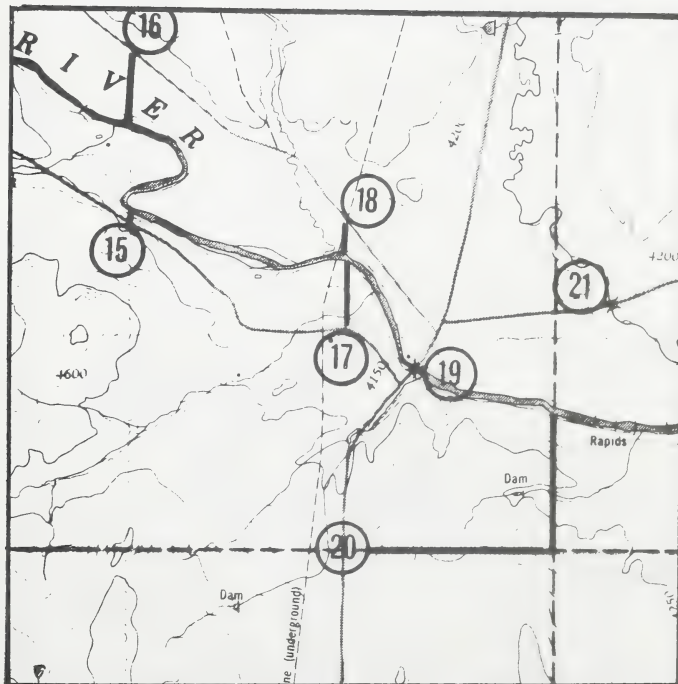
DESCRIPTION: Road allowance

POSITIVE ASPECTS: It is a short distance to the river

NEGATIVE ASPECTS: Very close to river access at Waldron bridge.

LEGAL STATUS: N-S Secs 11, 12, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

This site is of doubtful value owing to its closeness to the Waldron bridge.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 18

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (1 MI.)

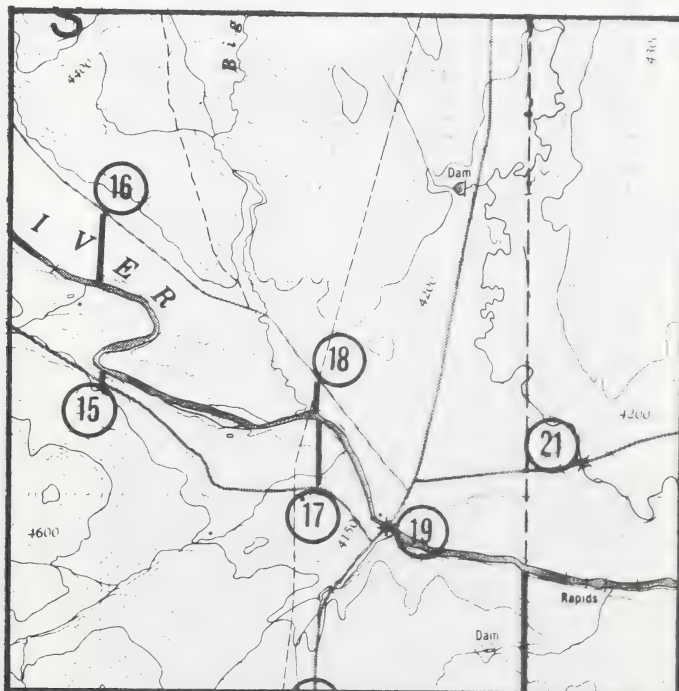
DESCRIPTION: Road allowance

POSITIVE ASPECTS: It is a short distance to river.

NEGATIVE ASPECTS: Unnecessary because of closeness to Waldron bridge.

LEGAL STATUS: N-S Secs. 11, 12, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

As with site 17, this site would probably not be needed because of the
proximity of good river access at the Waldron bridge.

PHOTO:



River out of site bel
knoll in the foregrou

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 19

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: N/A (MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: N/A (MI.)

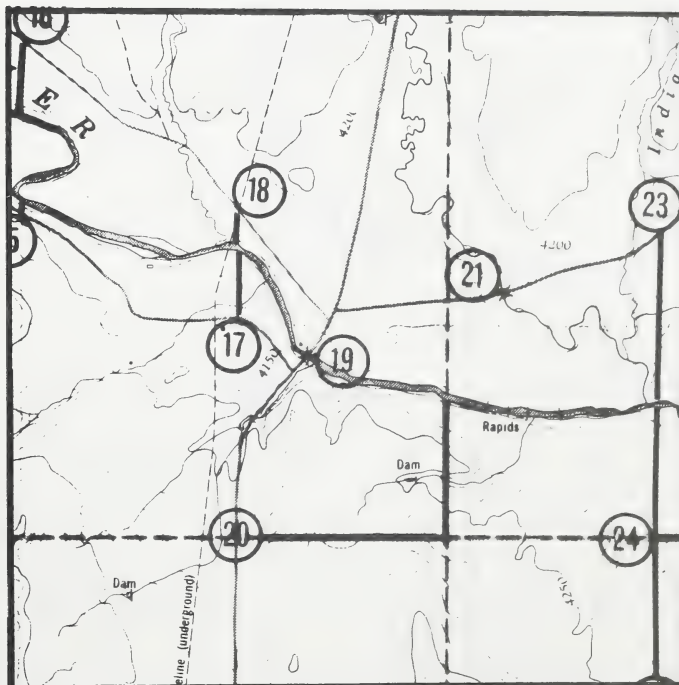
DESCRIPTION: Bridge crossing of Oldman River-Highway 22

POSITIVE ASPECTS: Good day-use facility is provided at bridge crossing

NEGATIVE ASPECTS: The river is probably overfished in this stretch.

LEGAL STATUS: NW $\frac{1}{4}$ Sec.1, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

_____ BASIC (SIGN, PARKING)

_____ FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

Existing DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The existing facility has limited usefulness for fishing because of the
difficulty of walking along the incised channel of the river.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 20

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 5.2 KM (3.2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: N/A (MI.)

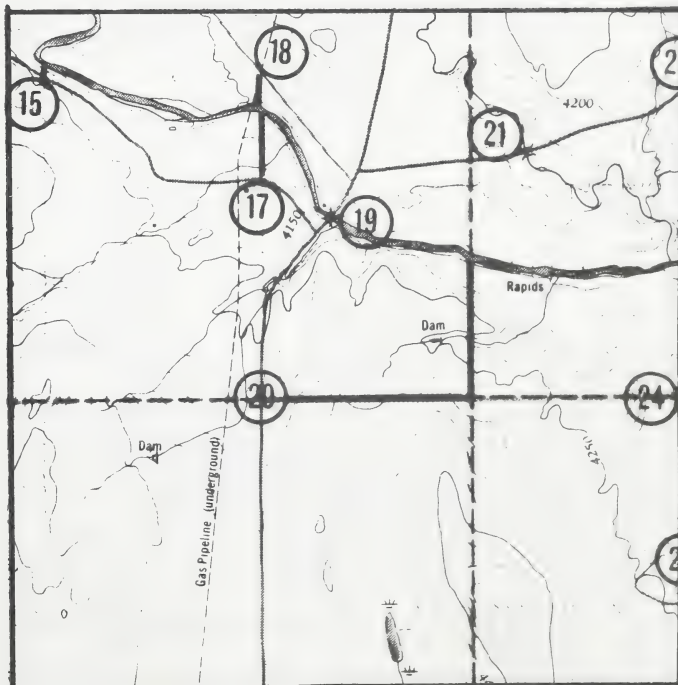
DESCRIPTION: Road allowance

POSITIVE ASPECTS: _____

NEGATIVE ASPECTS: Unsuitable because of long distance along road allowance
from nearest road. Development is unwarranted.

LEGAL STATUS: Sec. 6, Twp 10, R 1, W5M and Sec. 1, Twp 10, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

_____ BASIC (SIGN, PARKING)

_____ FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

_____ DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 21

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .48 KM (.30 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

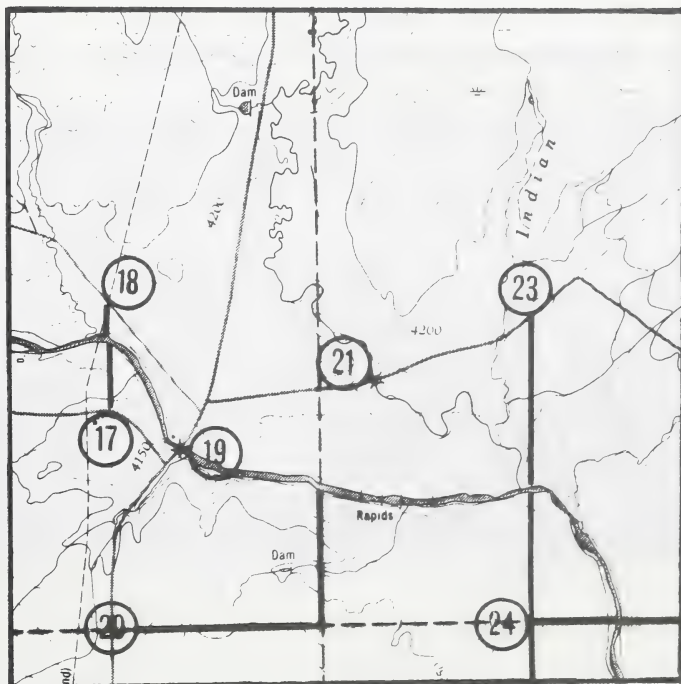
DESCRIPTION: Truck trail to riverside

POSITIVE ASPECTS: Unrestricted truck trail across Waldon Grazing Co-op
land. Access from the south side is difficult

NEGATIVE ASPECTS: _____

LEGAL STATUS: Sec. 1, Twp 10, R 2, W5M and Secs. 5,6, Twp 10, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Continuous access made available by truck trail along 1.61 kilometers of
river to the mouth of Cullum Creek.

PHOTO:



View west of Highway 22 bridge showing downstream
access trails.

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 22

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.7 KM (1.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 2.7 KM (1.6 MI.)

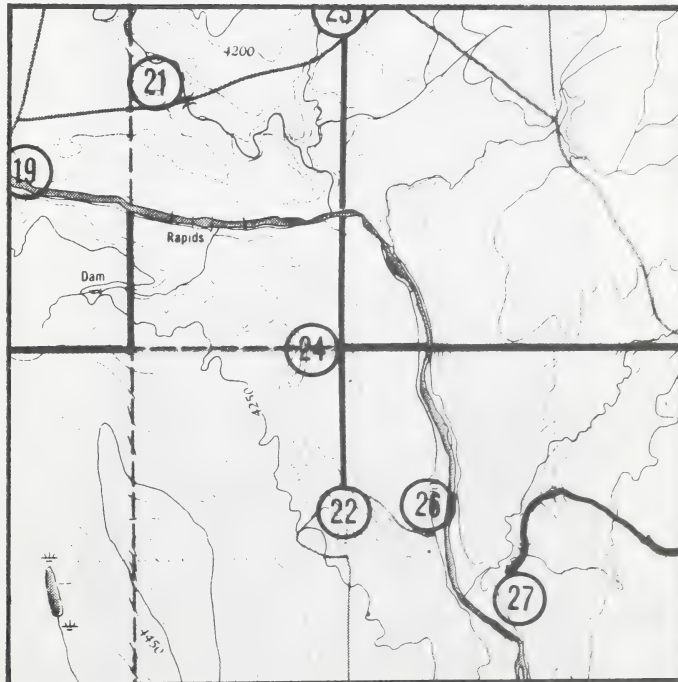
DESCRIPTION: Road allowance 1 farm access road

POSITIVE ASPECTS: One of the only access sites in this stretch of river.

NEGATIVE ASPECTS: The final kilometer of good road is signed as a private drive.

LEGAL STATUS: Secs. 31, 32, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

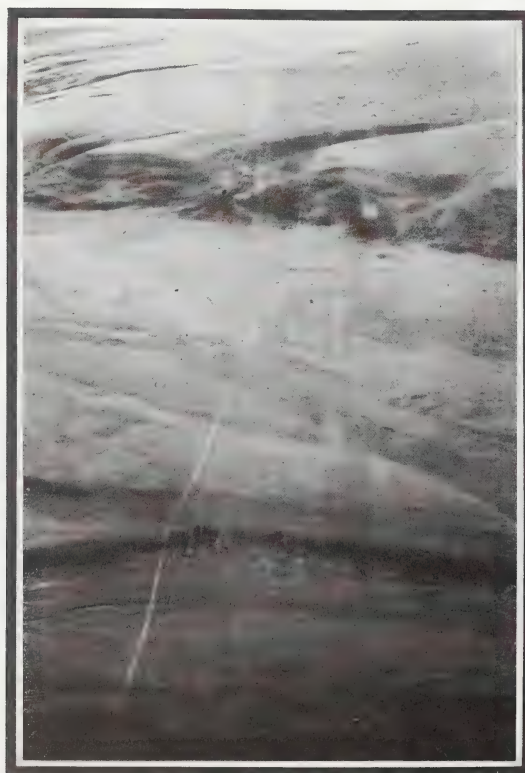
3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Because of the relatively isolated nature of this stretch of river, this access
could be valuable. The legal status of the road to the gas pipeline pumping
station will have to be investigated if the site is to be developed.

PHOTO:



View south along ro
allowance/fenceline

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 23

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 6.5 KM (.9 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.5 KM (.9 MI.)

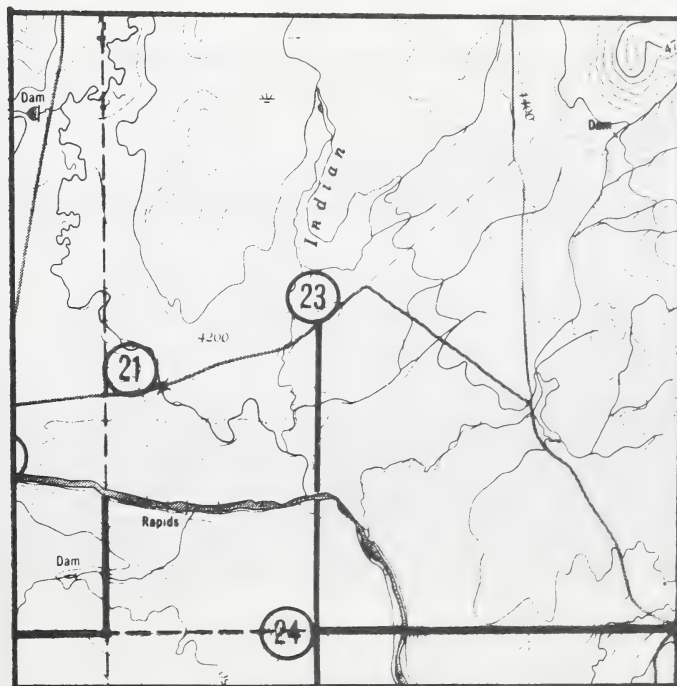
DESCRIPTION: Road allowance is one pipeline alignment

POSITIVE ASPECTS: This is the only access point in this stretch of river.

NEGATIVE ASPECTS: Steep river banks, relatively long distance from secondary road, valley half way to river would complicate road development.

LEGAL STATUS: Secs. 5,6, Twp 10, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

This site could be easily developed with a road toward the river either
along the pipeline right-of-way or parallel to it.

PHOTO:



Rough access trail parallels river

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 24

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (.4 MI.)

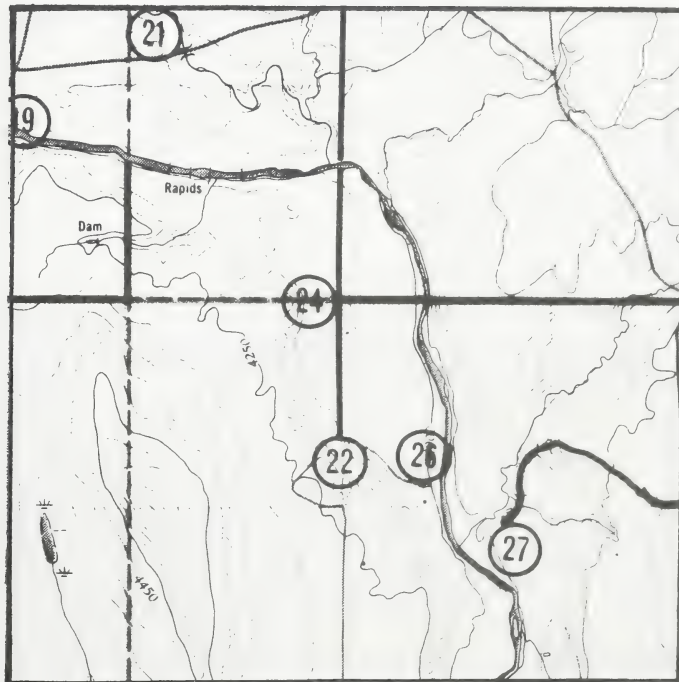
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Relatively close river access is in an area of generally
poor access.

NEGATIVE ASPECTS: The access road is private for a portion of the distance
to the road allowance.

LEGAL STATUS: Road allowance adjoins leased and private land. EW allowance
between Secs. 32 and 5, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 The use of this site depends on the ability to use the access road to a
 gas pumping station in NW Sec. 32, Twp 9, R 1, W5M

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 25

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.1 KM (1.3 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 2.1 KM (1.3 MI.)

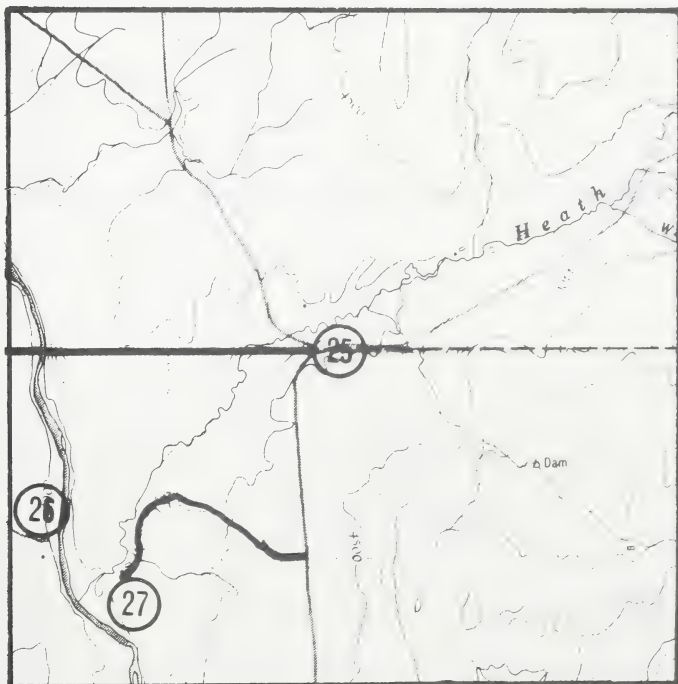
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Potential public access in a relatively inaccessible stretch
of river, within Waldron Grazing Co-op.

NEGATIVE ASPECTS: Very long distance to river, steep river banks.

LEGAL STATUS: EW road allowance Secs. 33, 34, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.9 KM (1.2 MI.)

COMMENTS:

While this road allowance requires over a kilometre of development, it is one of few possibilities for access in this area. The fact that the road allowance is adjoined on either side by the Waldon Grazing Co-op would suggest that negotiation of an access point would be a good possibility.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 26

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .8 KM (.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

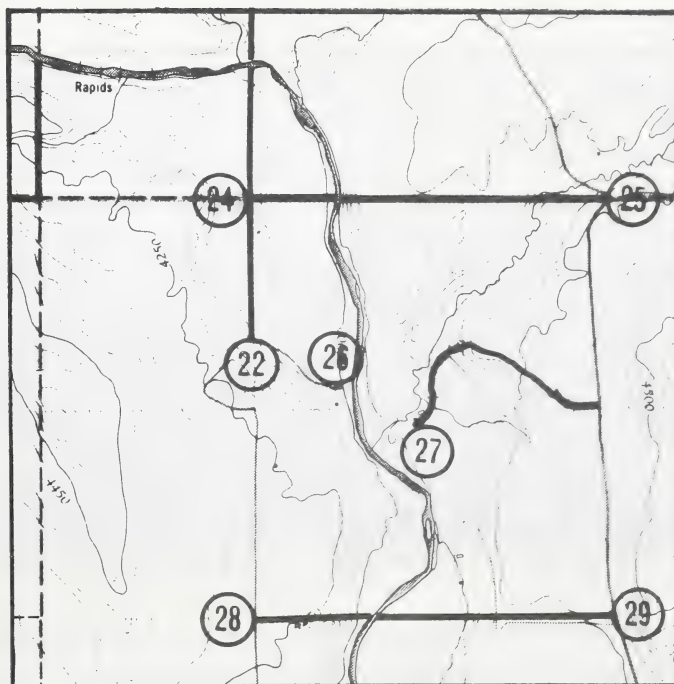
DESCRIPTION: Farm access road from secondary road

POSITIVE ASPECTS: Provide for vehicle access close to river in a stretch
of river with very little access.

NEGATIVE ASPECTS: Road is private

LEGAL STATUS: SW Sec. 32, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

 1 BASIC (SIGN, PARKING)

 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

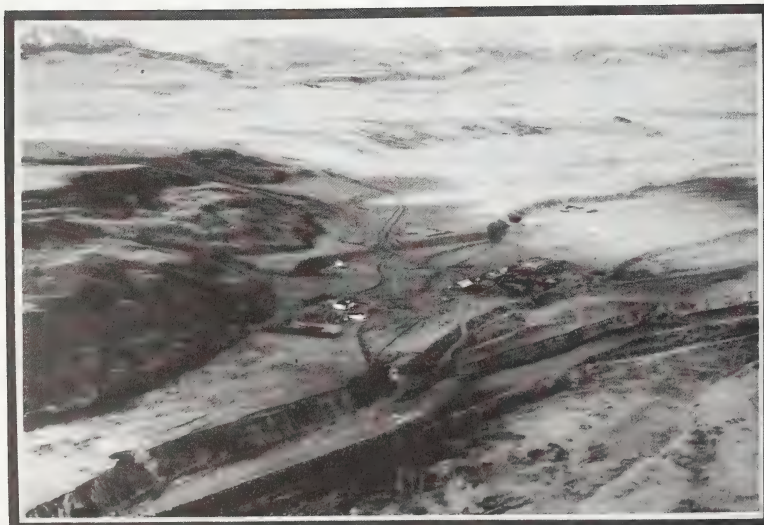
 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 Portions of secondary road as well as the farm access road are signed as
 private.

PHOTO:



Farm/river access road showing multiple access possibilities

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 27

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .72 KM (45 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 - .32 KM (0.1 - 0.2 MI.)

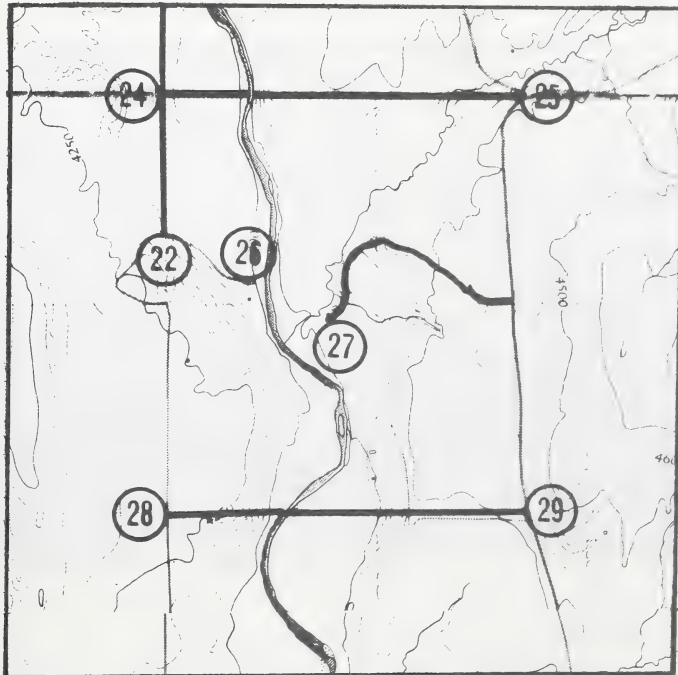
DESCRIPTION: Public road and private road

POSITIVE ASPECTS: Provides access to a stretch of river that is relatively
inaccessible.

NEGATIVE ASPECTS: Road into river valley is private.

LEGAL STATUS: Private road on private land Sec. 29, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The private road in the valley parallels the river for 1.0 km between two farmsteads.

The more southerly farmstead is near site #29

PHOTO:



Private farm road

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 28

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

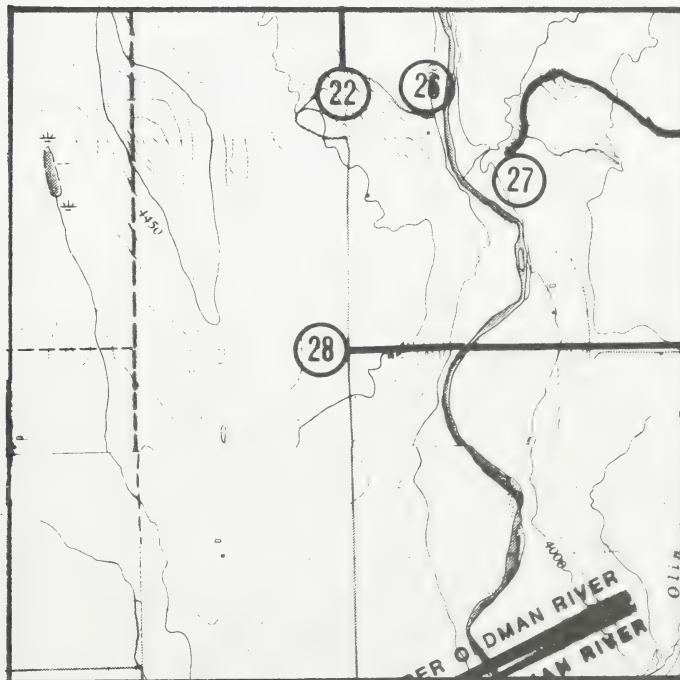
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Relatively short distance from road to river.

NEGATIVE ASPECTS: Steep banks at river's edge and steep slope from road.

LEGAL STATUS: EW Secs. 22-29, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

Parking lot development would be easy at this site. This is a needed access
site if alternatives on east side of the river are not available.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Upper SITE: 29

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2 KM (1.2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1 KM (.6 MI.)

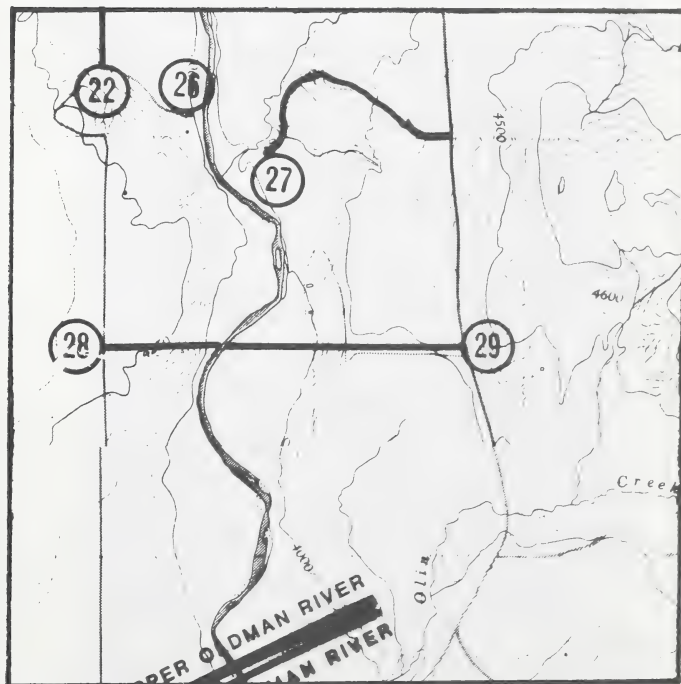
DESCRIPTION: Road allowance

POSITIVE ASPECTS: A dirt road has been developed along the road allowance

NEGATIVE ASPECTS: Long distance from public secondary road to river. Dirt road does not appear to be on road allowance?

LEGAL STATUS: Secs. 21, 28, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

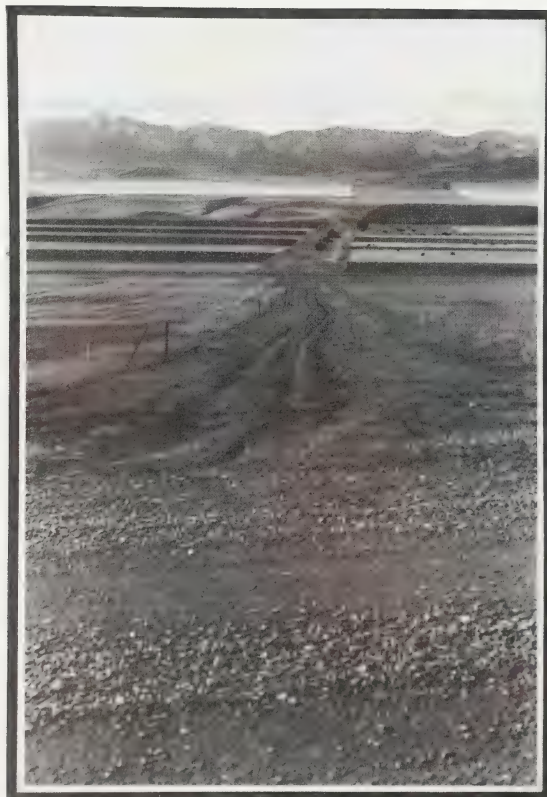
3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1 KM (.6 MI.)

COMMENTS:

This road access along the road allowance needs improvement for public use. Local farmer is using the road allowance for some farm buildings. At the river bank, the road deviates from the allowance and descends to the valley and a farmstead. This farm access road is an alternate site to the road allowance site.

PHOTO:



View west along road
allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 1

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: N/A KM (MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: N/A KM (MI.)

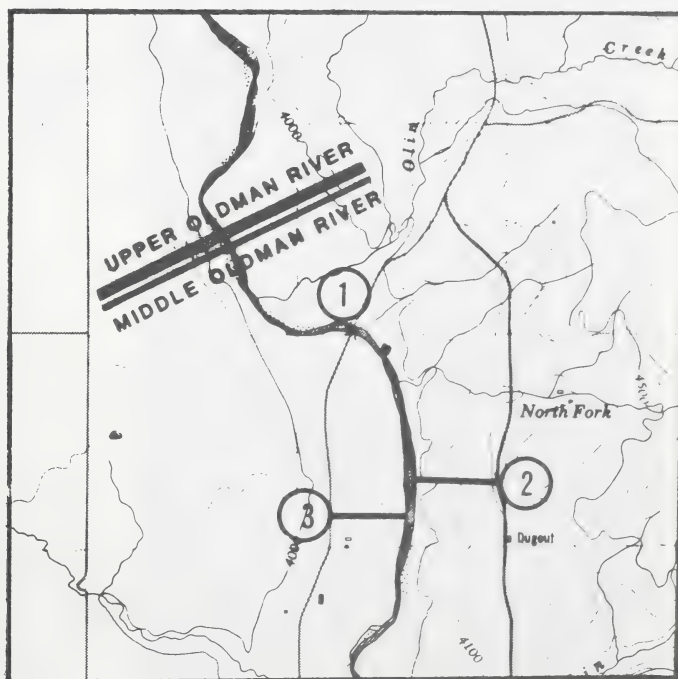
DESCRIPTION: Bridge crossing of river (public) also road allowance

POSITIVE ASPECTS: At river, some public land available.

NEGATIVE ASPECTS: Some potential for landowner conflict if site is
developed, as it will probably be well used.

LEGAL STATUS: Road allowance at bridge site (south end of bridge)
SW Sec. 16, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

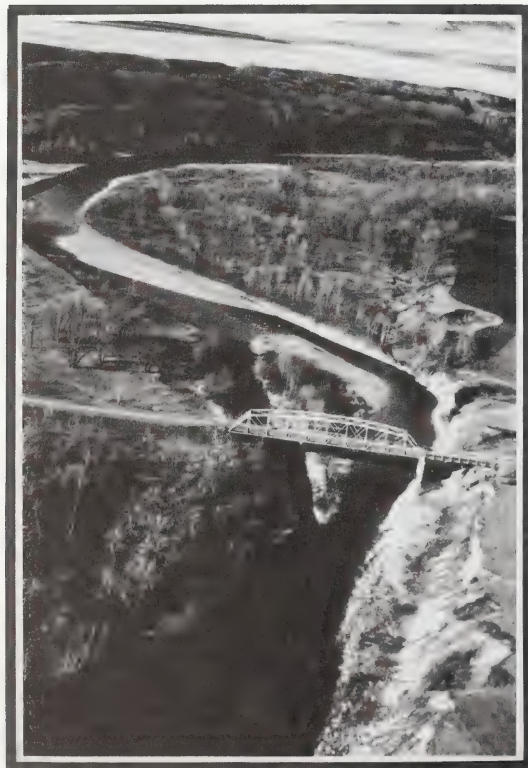
1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site has good potential for day use facility development at the southwest corner of the bridge.

PHOTO:



View of bridge and potential
site on southwest bank

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 2

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

DESCRIPTION: Access road to gravel pit

POSITIVE ASPECTS: Relatively short distance from gravel pit to river.

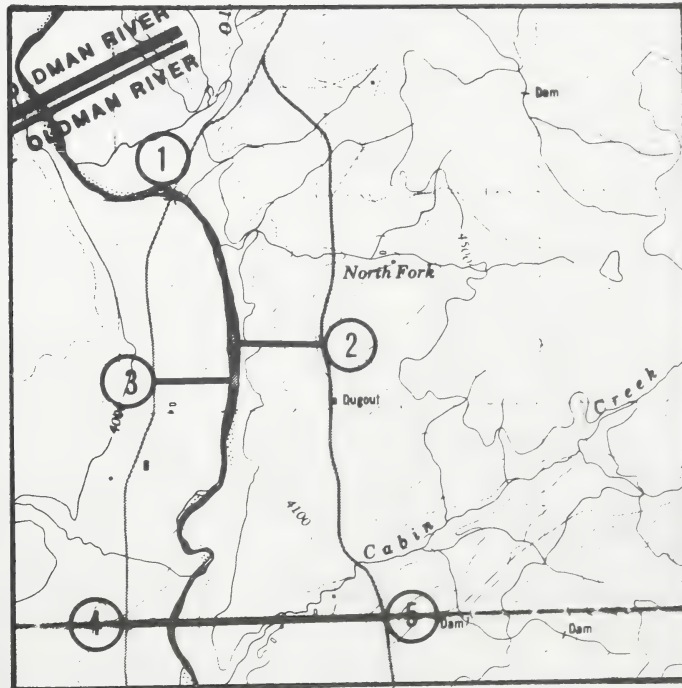
There is a trail to the river's edge.

NEGATIVE ASPECTS: Steep slope from gravel pit to river's edge.

LEGAL STATUS: Private status of gravel pit unknown. SE Sec. 9, Twp 9,

R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .48 KM (.3 MI.)

COMMENTS:

The road and gravel pit are on private land. Foot access from the site (gravel
pit area) to the river's edge would be possible along a steep trail or along two
ravines leading to the river.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 3

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .48 KM (.3 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (.2 MI.)

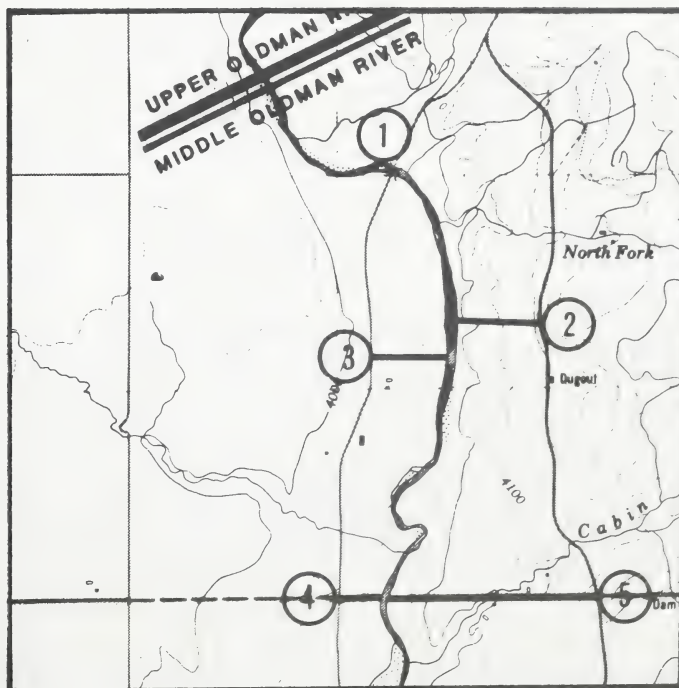
DESCRIPTION: Farm access road

POSITIVE ASPECTS: Provides very close access to the river.

NEGATIVE ASPECTS: Quite close to bridge access one kilometer upstream.

LEGAL STATUS: Private Sec. 9, Twp 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 This site is immediately across from site 2 of the Middle Oldman section.

 Only one of the sites would be needed.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 4

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .32 KM (.2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (.2 MI.)

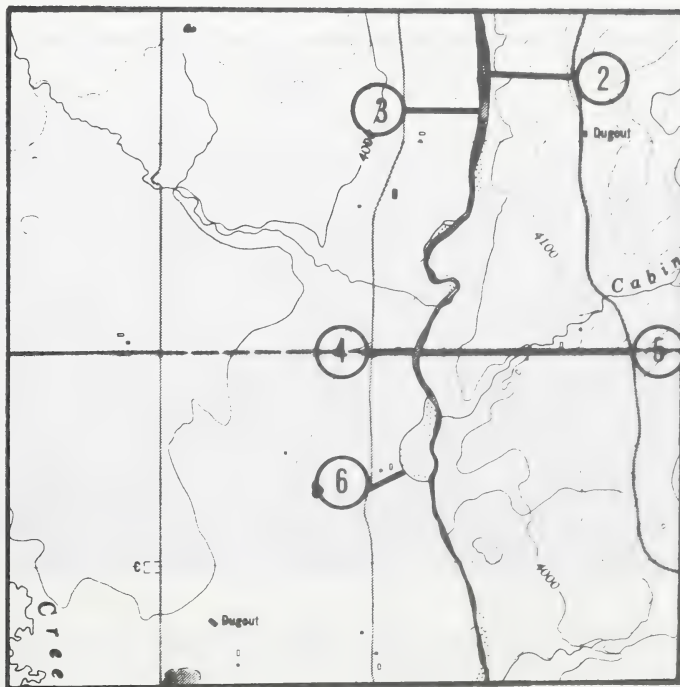
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Very close to the river. This provides the easiest site
for access development south of the bridge two kilometers
upstream.

NEGATIVE ASPECTS: There is no development on the road allowance and very little
indication of the presence of the road allowance.

LEGAL STATUS: EW Secs. 33, 34, Twp 8, 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

This is a very good site for development at minimal cost.

PHOTO:



View east toward river along unmarked road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 5

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.61 KM (1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1 KM (.6 MI.)

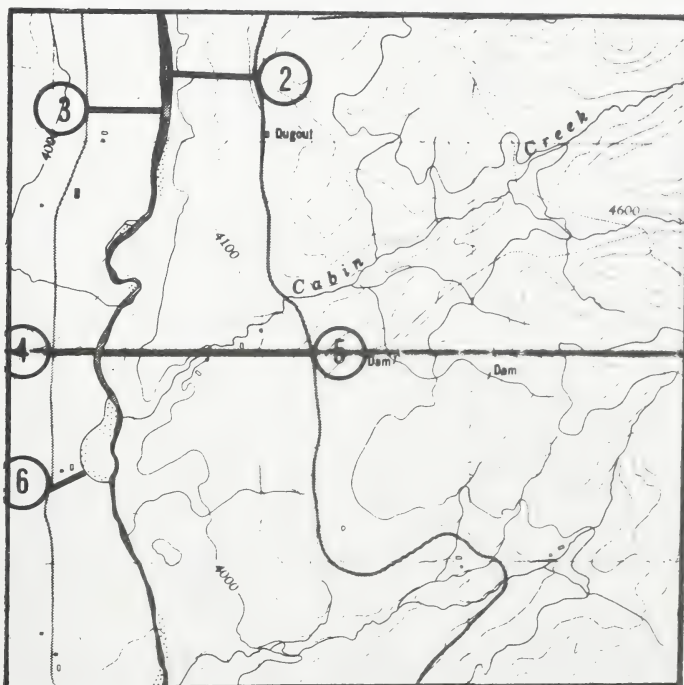
DESCRIPTION: Road allowance and farm access.

POSITIVE ASPECTS: Some possibility of using farm access and ravine
for river access.

NEGATIVE ASPECTS: Long distance from road to river. Road development
complicated by presence of farm and ravine.

LEGAL STATUS: Secs. 3, 34, Twp 8, 9, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

The site's development would be practical if foot access was provided to
the river from either the road allowance or farm access road via the Cabin
Creek valley.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 6

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

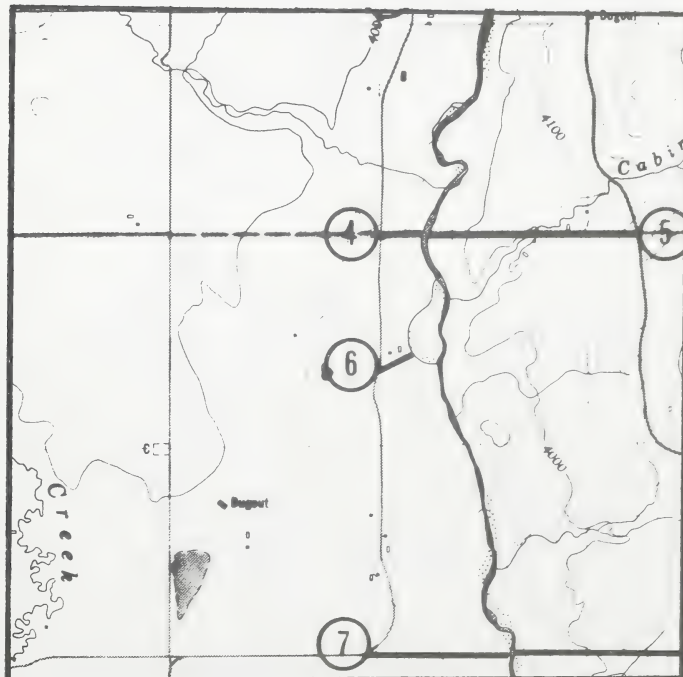
DESCRIPTION: Farm access road

POSITIVE ASPECTS: Very close to river.

NEGATIVE ASPECTS: Privately owned.

LEGAL STATUS: Private SW Sec. 33, Twp 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site is of value probably only if site #4 in the Middle Oldman section
is less feasible than it appears. If the landowner is enthusiastic about
providing a site on his access road this may be useful.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 7

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .1 KM (.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .48 KM (.3 MI.)

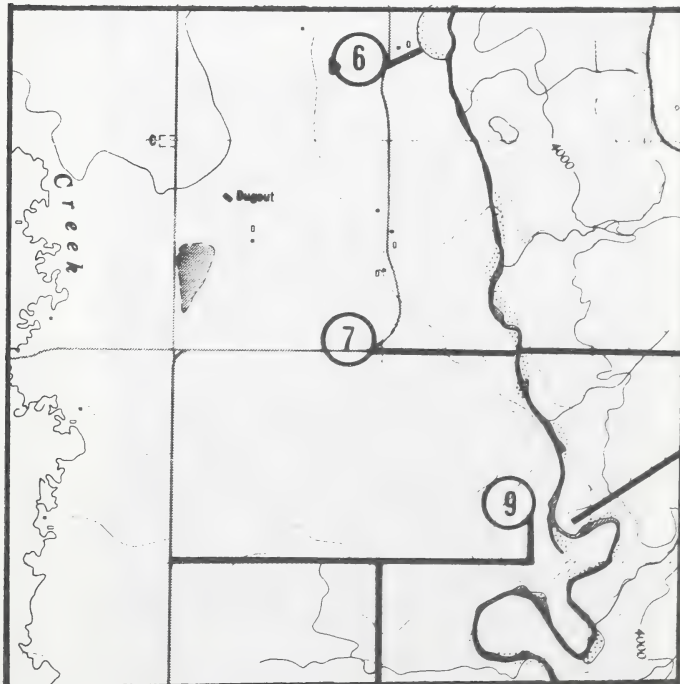
DESCRIPTION: Road allowance, dirt road

POSITIVE ASPECTS: Quite close to river, with good potential for access
development to the river's edge.

NEGATIVE ASPECTS: Development of practical access would require road
development on private land.

LEGAL STATUS: Secs. 21, 22, Twp 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

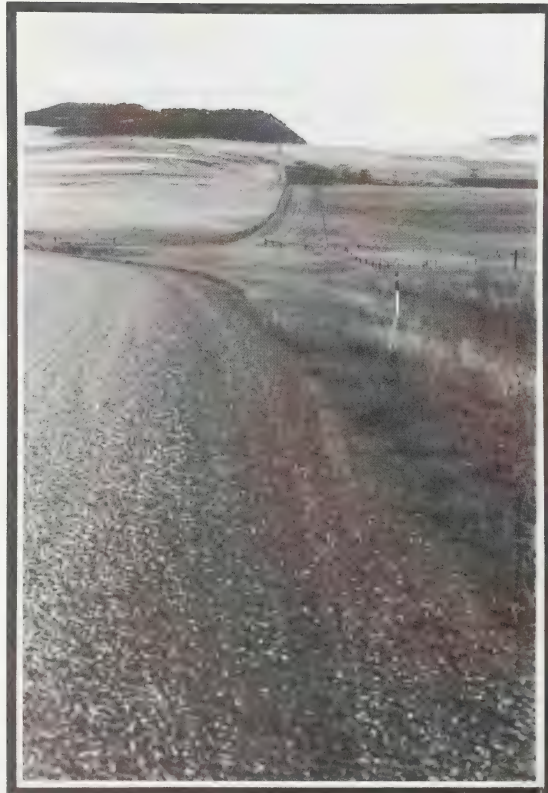
3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .48 KM (.3 MI.)

COMMENTS:

At this site, either a footpath could be developed along the road allowance from
the valley break (.48 km) or a road that crosses private land could be upgraded
and used as access to the valley bottom.

PHOTO:



View east along road
allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 8

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.61 KM (1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.61 KM (1 MI.)

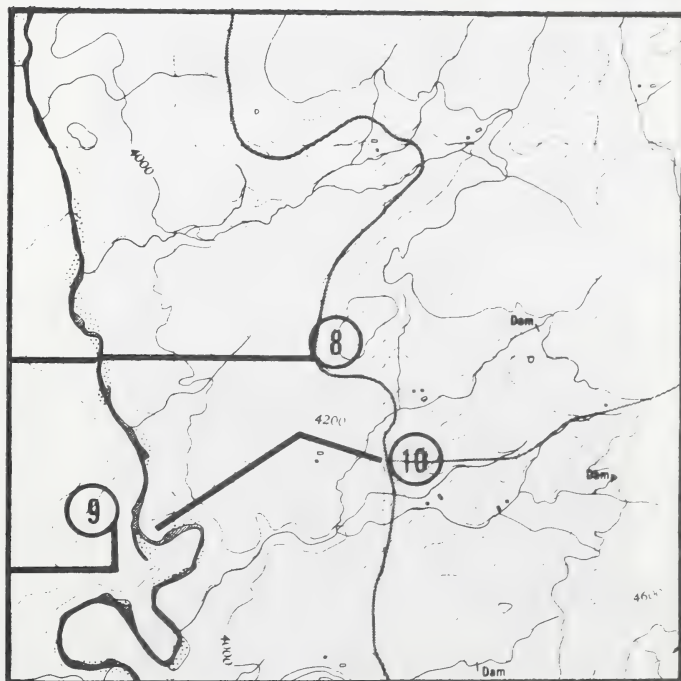
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Straight forward access to the river along road allowance.

NEGATIVE ASPECTS: Relatively long distance from road to river. Road upgrading along allowance may be required.

LEGAL STATUS: Secs. 22, 27, Twp 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

- 1 BASIC (SIGN, PARKING)
- 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)
- 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.61 KM (1 ML.)

COMMENTS:

The decision as to whether this site is developed depends primarily on the availability of access of the west side of the river. Sites 7 and 8 of the middle section of the Oldman river would be a valuable access points but both are probably not required.

PHOTO:



Road allowance/farm access
shows need for trail

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 9

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.9 KM (1.8 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (.2 MI.)

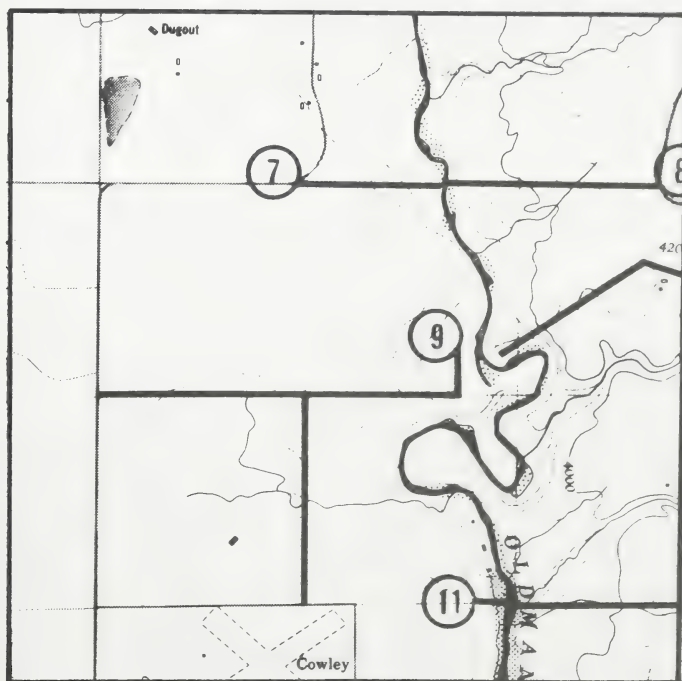
DESCRIPTION: Road allowance and private roads

POSITIVE ASPECTS: Access to very unique stretch of river. Good possibility
for a day use site beside river.

NEGATIVE ASPECTS: Very lengthy road improvement required. More easily developed
access one kilometer north and one kilometer south.

LEGAL STATUS: NS Secs. 16, 17, Twp 8, R 1, W5M. Private road along south
side of Sec. 21 and then down the escarpment to river floats.

PROFILE:



DEVELOPMENT SUITABILITY:

 3 BASIC (SIGN, PARKING)

 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 2.9 KM (1.8 MI.)

COMMENTS:

 Despite the long stretch of road improvement that would be required, the site
 would provide a long stretch of fishing without much travel from the beginning
 point. The large alluvial flat would also make a very nice, sheltered day
 use site or campsite.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 10

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.61 KM (1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

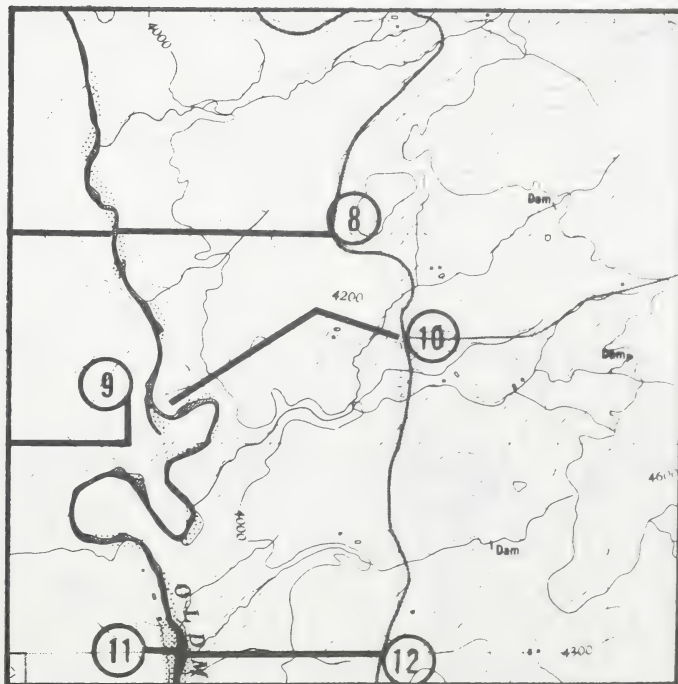
DESCRIPTION: Farm road

POSITIVE ASPECTS: Provides access to the top of the river break above river.

NEGATIVE ASPECTS: Long distance from secondary road. Trail to river break would require upgrading.

LEGAL STATUS: Private road/trail traverses Sec. 22 and E $\frac{1}{2}$ 21, Twp 8, R 1,
W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.5 KM (9 MI.)

COMMENTS:

If this access was developed, it would take the fisherman or recreationist to
the beginning of a very interesting stretch of river.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 11

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .32 KM (2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (2 MI.)

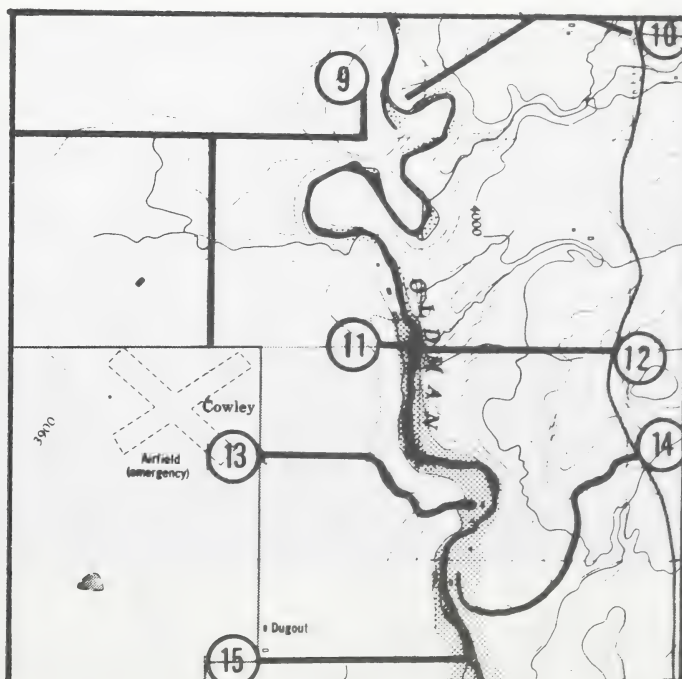
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Road allowance has developed road to within 3.2 km of the river.

NEGATIVE ASPECTS: None

LEGAL STATUS: Secs. 10, 15, Twp 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

2 BASIC (SIGN, PARKING)

1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This is an ideal site. It would be inexpensive to develop. It is close to
another facility (Cowley glider airfield) and it has direct, high quality road
access. This site may be affected by the Three Rivers Reservoir.

PHOTO:



View east along developed road on road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 12

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.3 KM (8 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.0 KM (6 MI.)

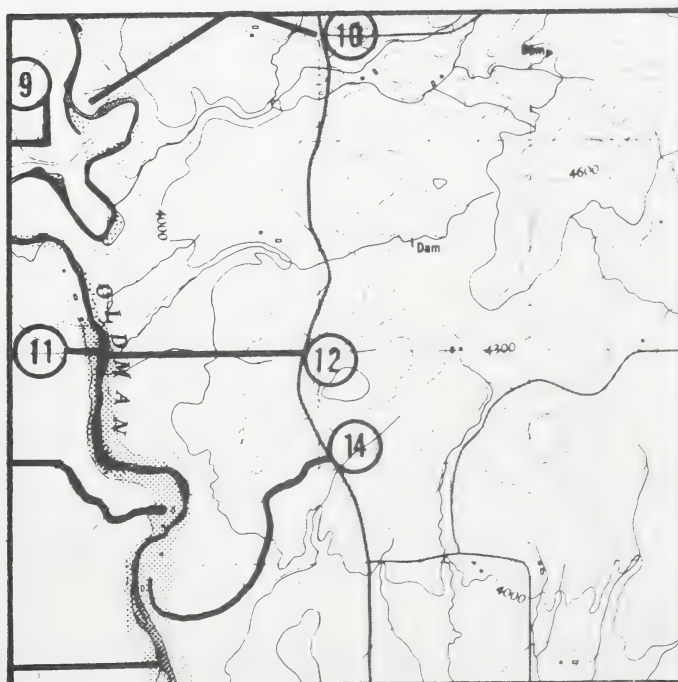
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Straight forward public access.

NEGATIVE ASPECTS: High development cost because of a rather steep slope from secondary road 510.

LEGAL STATUS: Secs. 10, 15, Twp 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site is at the end of a long slope with open range, to the river break. Access is superior on the west side of the river.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 13

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (1 MI.)

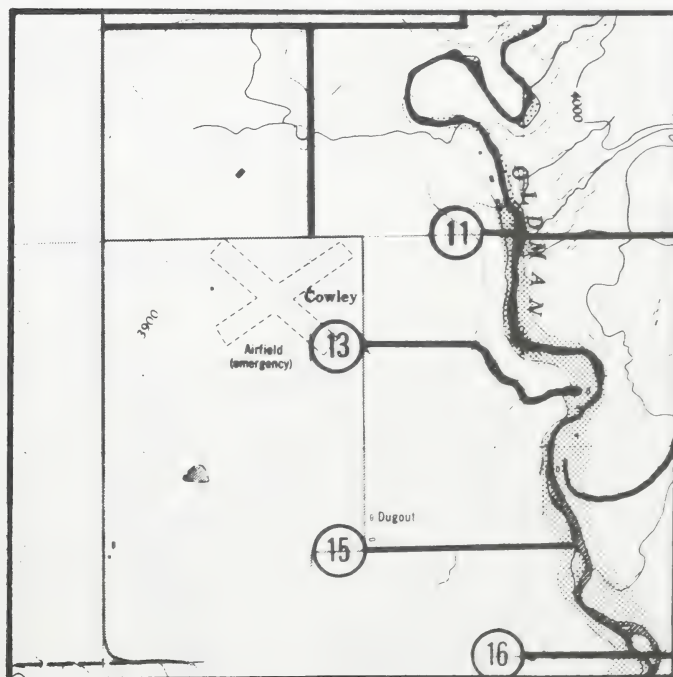
DESCRIPTION: Farm access road

POSITIVE ASPECTS: Good access to the river's edge.

NEGATIVE ASPECTS: Private land; the farmstead will be flooded by the Three Rivers Reservoir.

LEGAL STATUS: Sec. 9, Twp 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

If used for river/reservior access, this road would probably require upgrading.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 14

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

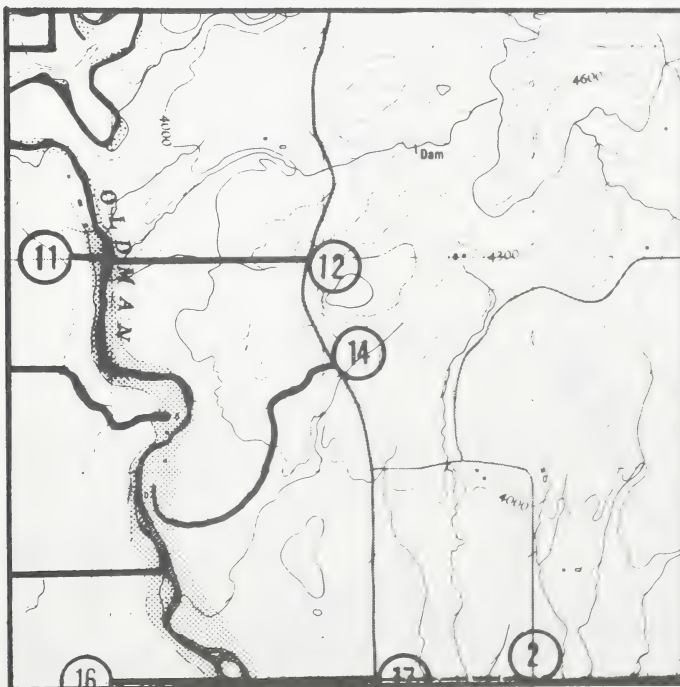
DESCRIPTION: Farm Access Road

POSITIVE ASPECTS: Good quality road. One of the best access points in the
last 3.2 kilometers to the confluence with Crowsnest River.

NEGATIVE ASPECTS: Very long road in relation to the actual distance between
the secondary road and the river.

LEGAL STATUS: Private Secs. 10, 3, Twp 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site would make a very good access point if the Three Rivers Reservoir
is built.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 15

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.1 KM (1.3 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .48 KM (.3 MI.)

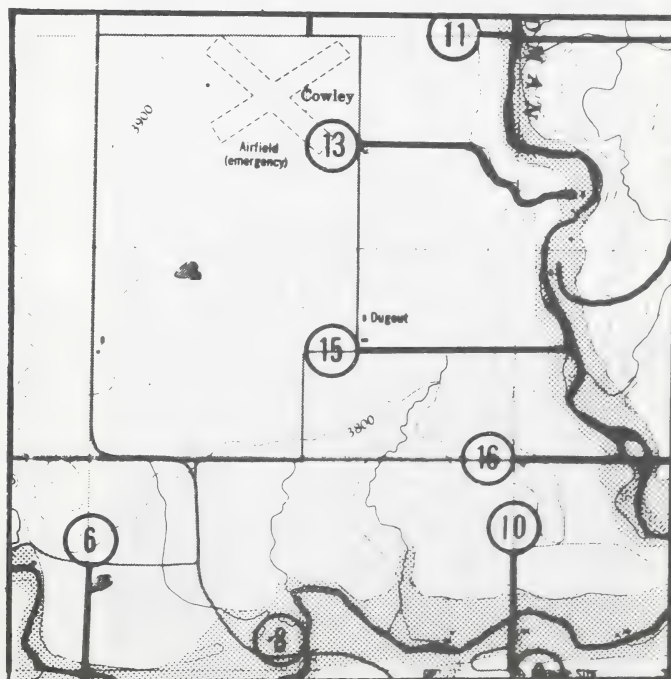
DESCRIPTION: Farm access road

POSITIVE ASPECTS: This would provide access that needs only slight improvement to the valley break.

NEGATIVE ASPECTS: Steep slope to river from valley break.

LEGAL STATUS: Uncertain whether road is public or private.
Sec. 4, Twp 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

This site would probably be inexpensive to develop because a dirt road has
been developed along this east-west road corridor through the middle of
section 4.

PHOTO:



Road allowance corridor
and floodplain

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 16

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.1 KM (.7 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (.4 MI.)

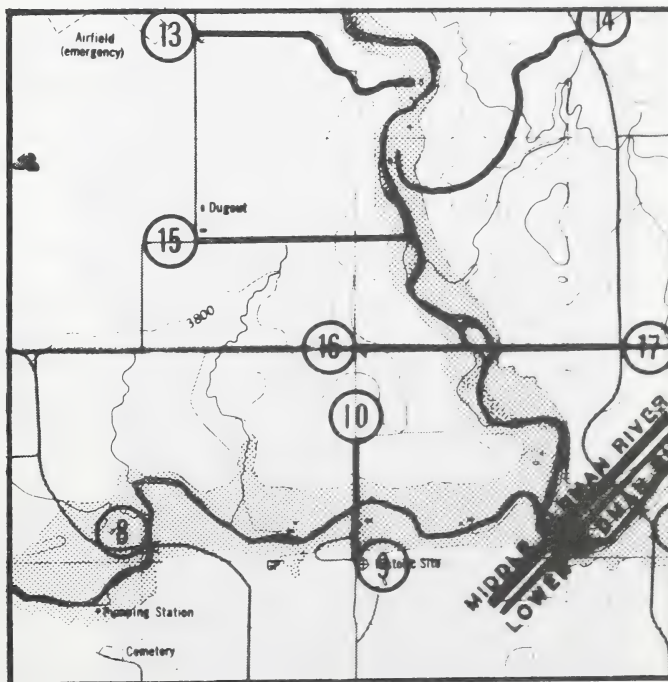
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Good secondary road to within 1 kilometer of river, could
quite easily be developed to river/reservoir edge.

NEGATIVE ASPECTS: Relatively short distance downstream to confluence with
Crowsnest river and other access possibilities.

LEGAL STATUS: Secs. 33, 4, Twp 7, 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

- 1 BASIC (SIGN, PARKING)
- 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)
- 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES, WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The road allowance slopes gently to the river. Because of the likelihood of reservoir development this site is not recommended for a day use site. It does however have good potential for a day use facility at the river.

PHOTO:



Road allowance and
potential site by river

SITE ANALYSIS

RIVER: Oldman SECTION: Middle SITE: 17

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1 KM (.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (MI.)

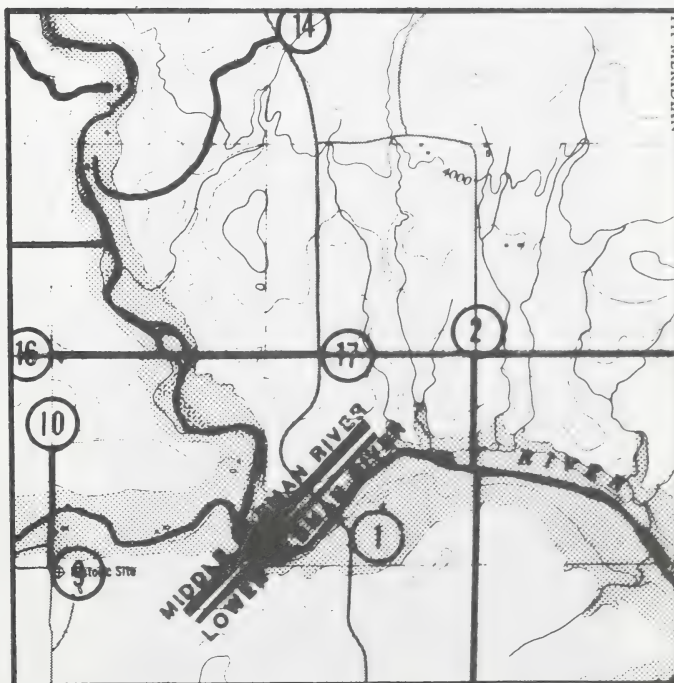
DESCRIPTION: Road allowance

POSITIVE ASPECTS: The combination of road allowance and gullies would provide
convenient access to the river. One of a few good access
sites on the east side of river.

NEGATIVE ASPECTS: Very close to bridge site (1.61 km downstream)

LEGAL STATUS: Secs. 35, 2, Twp 7, 8, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The existing road would require a short extension and a footpath would need to be developed.

PHOTO:



View of road allowance
and gullies

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 1

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: N/A Bridge (MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: KM (MI.)

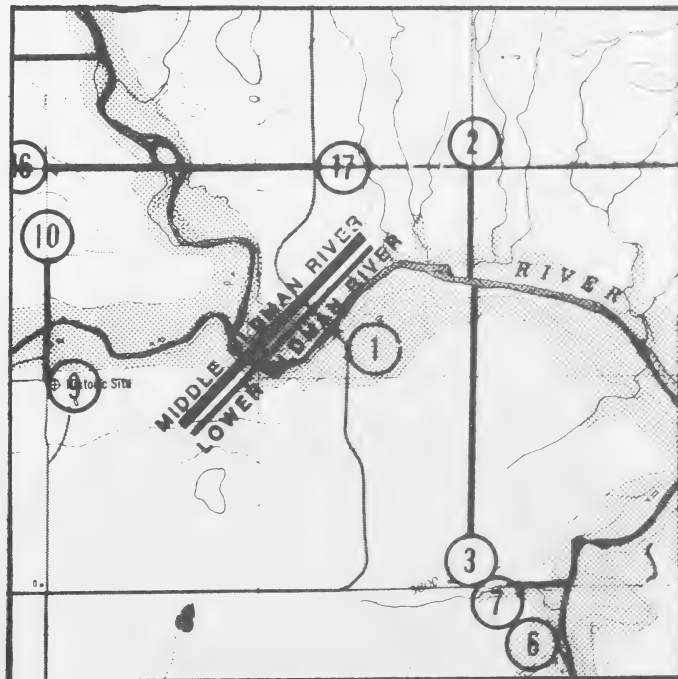
DESCRIPTION: Bridge on Secondary Road 510

POSITIVE ASPECTS: Access is right at the river. Facility development would
not be a problem

NEGATIVE ASPECTS: Gravel pit is in use at the north east corner of the
bridge.

LEGAL STATUS: SW Sec. 35, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

A parking facility could be developed in conjunction with the gravel pit.

If the day use site is thought appropriate, a good site exists .4 kilometers
downstream on the south bank. This sites offers shelter and trees.

PHOTO:



View of bridge, gravel
pit development site

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 2

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .8 KM (.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .24 KM (.15 MI.)

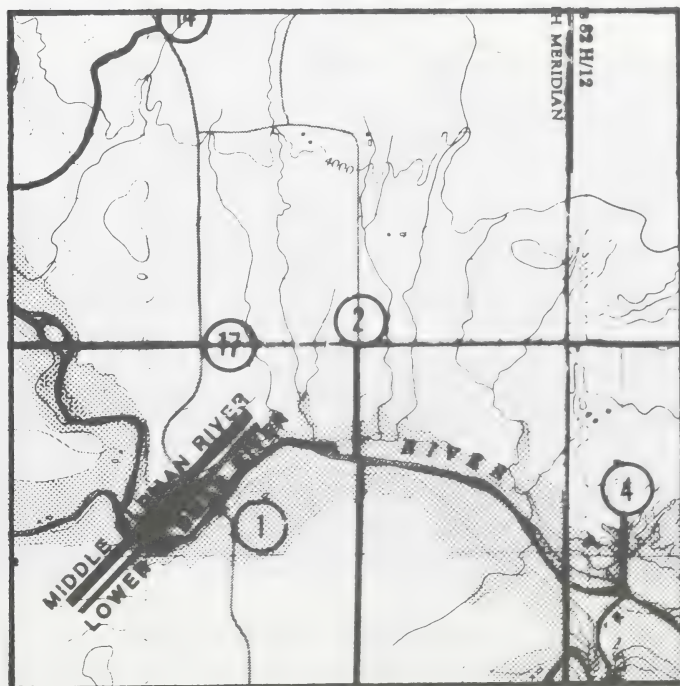
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Access is presently available to the valley break.

NEGATIVE ASPECTS: Relatively short distance downstream from the Secondary
Road 510 bridge.

LEGAL STATUS: N-S Secs. 35, 36, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This is perhaps the most easily developed site between the Oldman/Crowsnest
River's confluence and the Oldman/Castle Rivers' confluence.

PHOTO:



View of Oldman River and floodplain along road
allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 3

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 3.1 KM (1.9 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 2.3 KM (1.4 MI.)

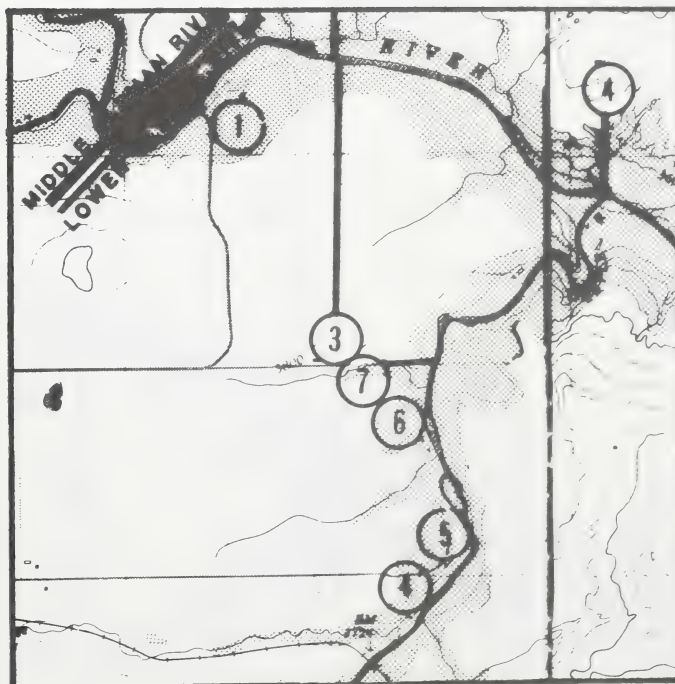
DESCRIPTION: Road allowances

POSITIVE ASPECTS: _____

NEGATIVE ASPECTS: Very long distance from secondary road to river. Most of
the distance would need to be developed.

LEGAL STATUS: Secs. 25, 26, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

_____ This site would probably be unsuitable because of a better alternative.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 4

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

DESCRIPTION: Road allowance

POSITIVE ASPECTS: Provides access to the river's edge from Secondary Road 510.

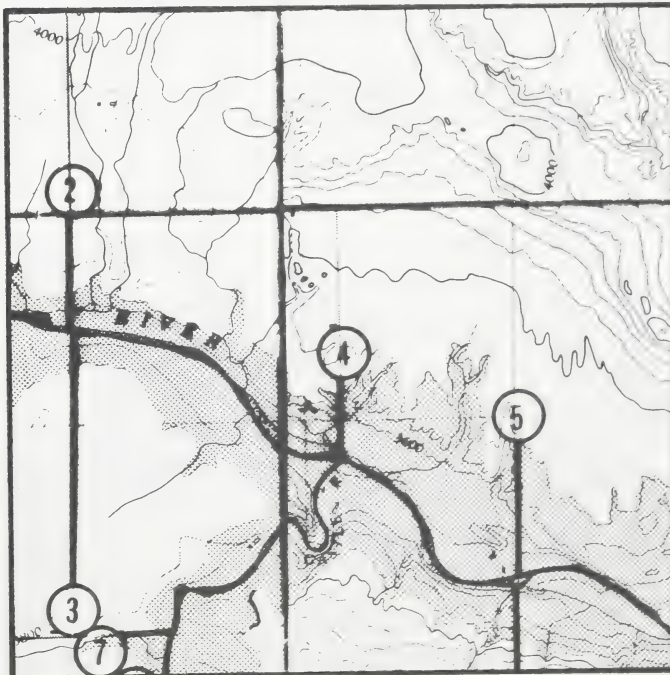
Gives access to the confluence area of the Castle and

Oldman Rivers.

NEGATIVE ASPECTS: _____

LEGAL STATUS: NS Sec. 34, Twp 7, R 30, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

 2 BASIC (SIGN, PARKING)

 1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 Because of the proximity of farmsteads, the "Facility" levels of development
 may be appropriate. This access road continues along the north bank of the
 Oldman River for about a kilometer until it joins the N-S road described as
 Site 5.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 5

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

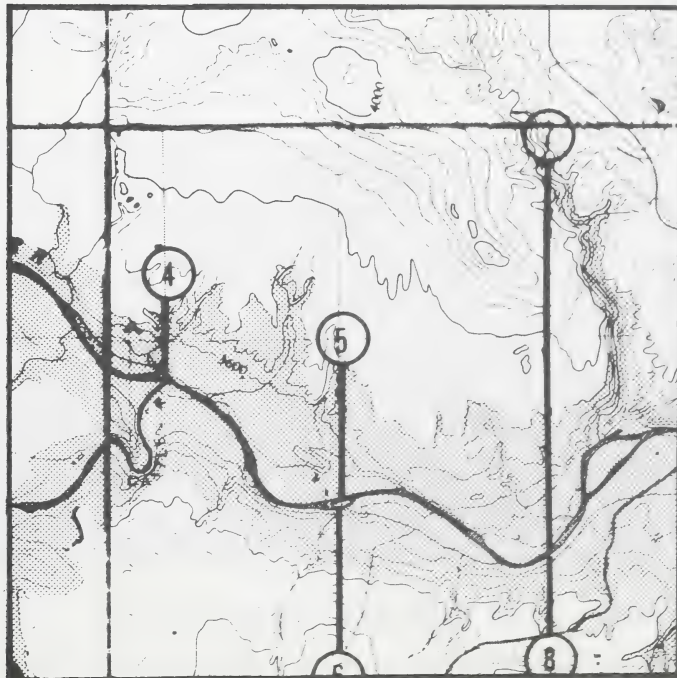
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Good road to the riverside.

NEGATIVE ASPECTS: Possible problem with private landowners at the riverside.

LEGAL STATUS: Secs. 34, 35, Twp 7, R 30, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

 2 BASIC (SIGN, PARKING)

 1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 Sites 4 and 5 in the Lower Oldman section are joined by a road that follows the
 north bank of the river. If a site is needed in this area, one development site
 is all that would be required. The road along the river would be flooded by the
 Three Rivers Reservoir.

PHOTO:



Gravel road in foreground deviates from the
road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 6

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.6 KM (1.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 2.6 KM (1.6 MI.)

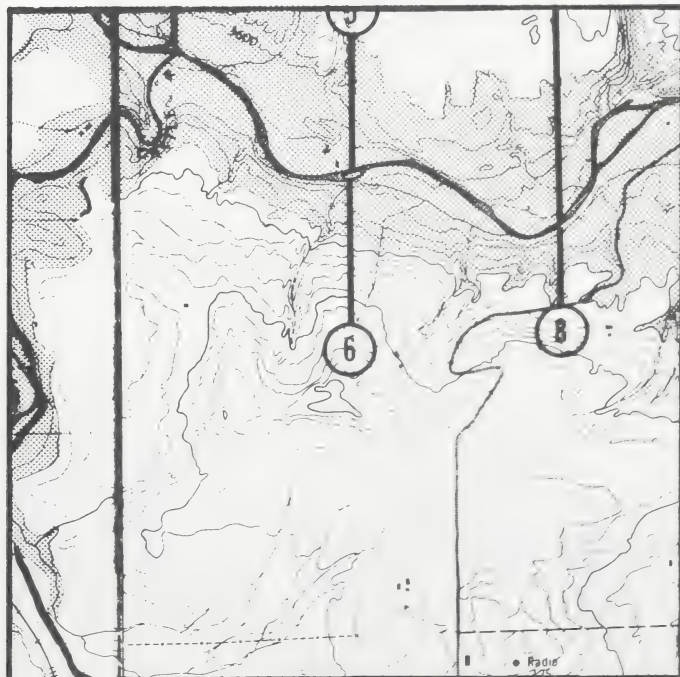
DESCRIPTION: Farm access and road allowance

POSITIVE ASPECTS: Provides one of the few access points to the south side
of the river.

NEGATIVE ASPECTS: The access to the road allowance is along a private farm
road. Better access is available on the north side of the
river. There is a steep slope.

LEGAL STATUS: Road allowance Secs. 22, 23, Twp 7, R 3, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .32 KM (.2 MI.)

COMMENTS:

This site would not be practical for road development because of the steepness
of the slope. If it is chosen, a trail would be required along the road
allowance.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 7

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.9 KM (1.8 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .8 KM (.5 MI.)

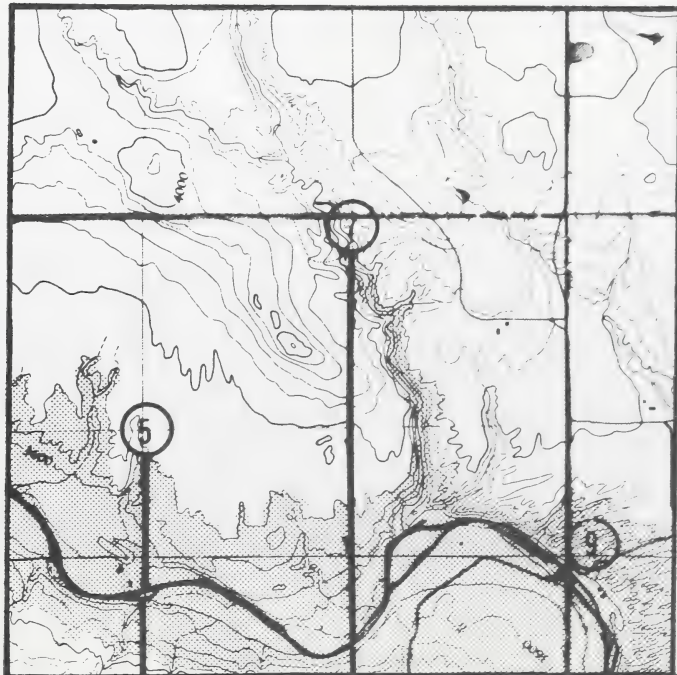
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Attractive as possible day-use site.

NEGATIVE ASPECTS: Long distance from secondary road. Relatively good access on south side of river (Site 8).

LEGAL STATUS: Secs. 35, 36, Twp 7, R 30, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 2.9 KM (1.8 MI.)

COMMENTS:

Because of the rather nice area at the river, this site may be worth investigating
as a day-use site. If the Three Rivers Reservoir is built, this road would
provide another access point for the Tennessee Creek inlet.

PHOTO:



Dirt road/secondary road intersection, dirt
road eventually follows road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 8

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (.4 MI.)

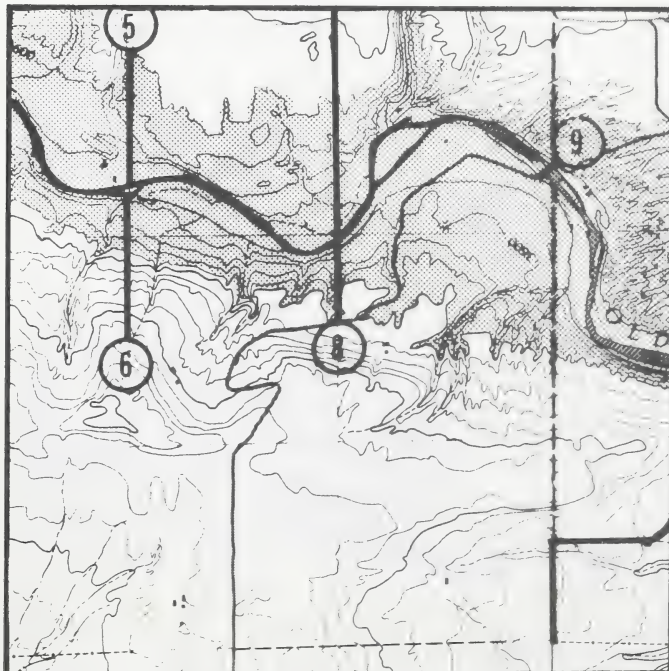
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Relatively short walk to river. One of only a few access
points on the south side of river.

NEGATIVE ASPECTS: Very steep slope to river over last 100 meters.

LEGAL STATUS: Secs. 23, 24, Twp 7, R 30, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

If parking was developed near the Secondary Road, a trail could be developed (approximately .4 km) to the river. This would only be practical if a trail or branch exists on the south side of the river.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 9

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: Bridge Crossing (MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ (MI.)

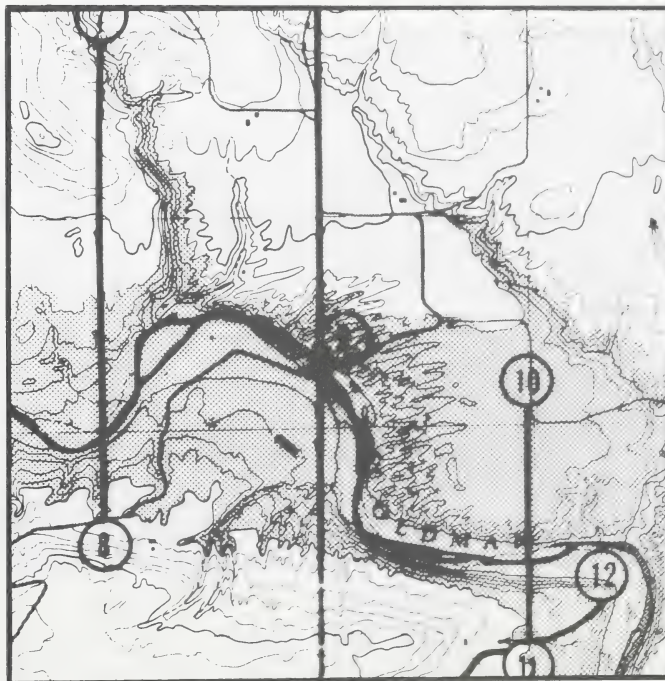
DESCRIPTION: Bridge over Oldman River.

POSITIVE ASPECTS: There is access to the river.

NEGATIVE ASPECTS: Would be flooded by the Three Rivers Reservoir.

LEGAL STATUS: Secs. 30, 25, Twp 7, R 29, 30, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

 3 BASIC (SIGN, PARKING)

 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 The forested river flats on the west side of the river would be an excellent site
 for a day use facility. As with all sites on the Lower Oldman section west of
 Section 17, T 7, R 29, W4M this site would be flooded by the Three Rivers Reservoir.

PHOTO:



View upstream from bridge

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 10

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.1 KM (.7 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.1 KM (.7 MI.)

DESCRIPTION: Road allowance

POSITIVE ASPECTS: Road development to the river break would be easily accomplished.

NEGATIVE ASPECTS: It would be flooded by the Three Rivers Reservoir.

LEGAL STATUS: NS Secs. 19, 20, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .8 KM (5 MI.)

COMMENTS:

The site would provide public access in an area where there is presently few
good opportunities.

PHOTO:



View south along road allowance toward river.

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 11

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 3.4 KM (2.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (.2 MI.)

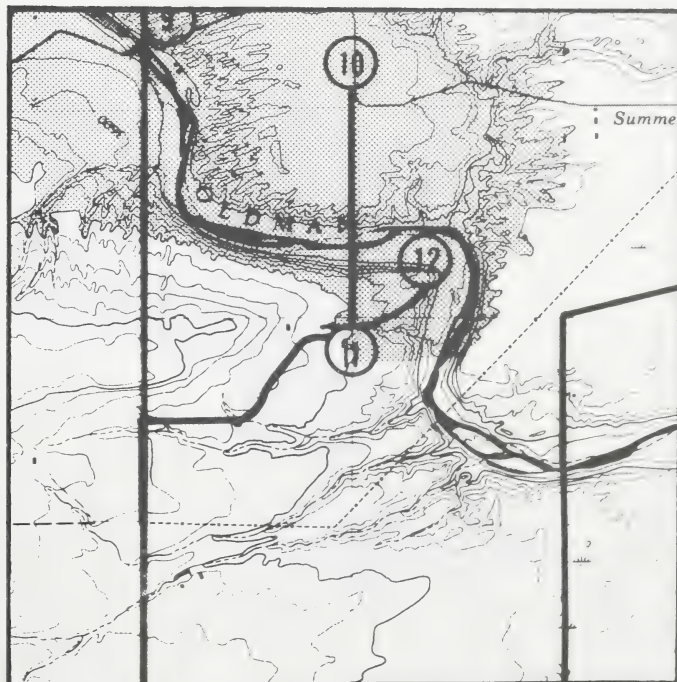
DESCRIPTION: Farm access road, road allowance

POSITIVE ASPECTS: One of very few good access points to the south side
of the river in this section. Would not be flooded.

NEGATIVE ASPECTS: Out of the way of normal traffic. Rather lengthy access
on farm road of unknown quality.

LEGAL STATUS: Site is on road allowance Secs. 19, 20, Twp 7, R 29, W4M
road access is one kilometer west

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Farm road that proceeds from the road allowance 1.6 kilometers west is of low
quality. It also proceeds past the road allowance on which the site is located
into the river valley.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 12

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 4 KM (2.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

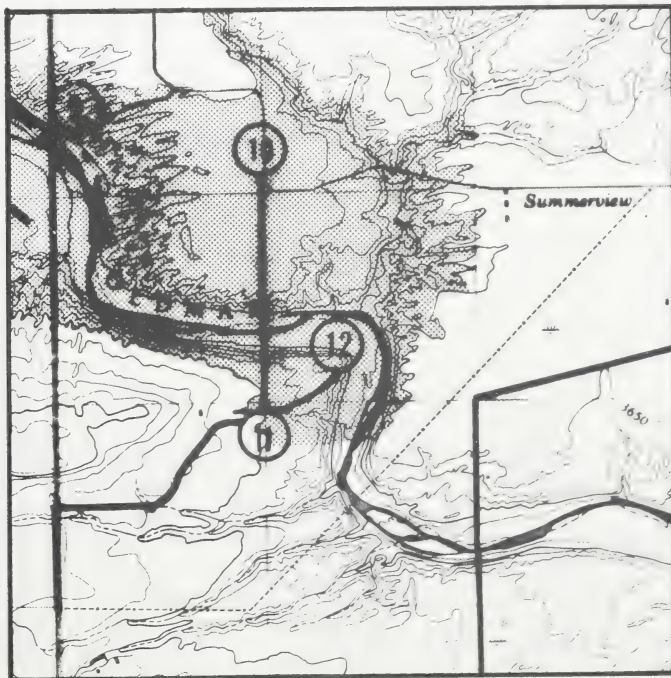
DESCRIPTION: Farm access

POSITIVE ASPECTS: Access provided by a dirt road to the river's edge.

NEGATIVE ASPECTS: Would be flooded by Three Rivers Reservoir.

LEGAL STATUS: SW $\frac{1}{4}$ Sec. 20, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

2 BASIC (SIGN, PARKING)

1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 4 KM (2.5 MI.)

COMMENTS:

This access point shares all but the final .64 kilometers of it's length with
Site 11. Because it is in the valley just upstream of the Three Rivers Reservoir
dam site, it would be flooded. Since it is so near the dam site, if the dam is
constructed high quality access would naturally be provided to this area.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 13

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 3.6 KM (2.25 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

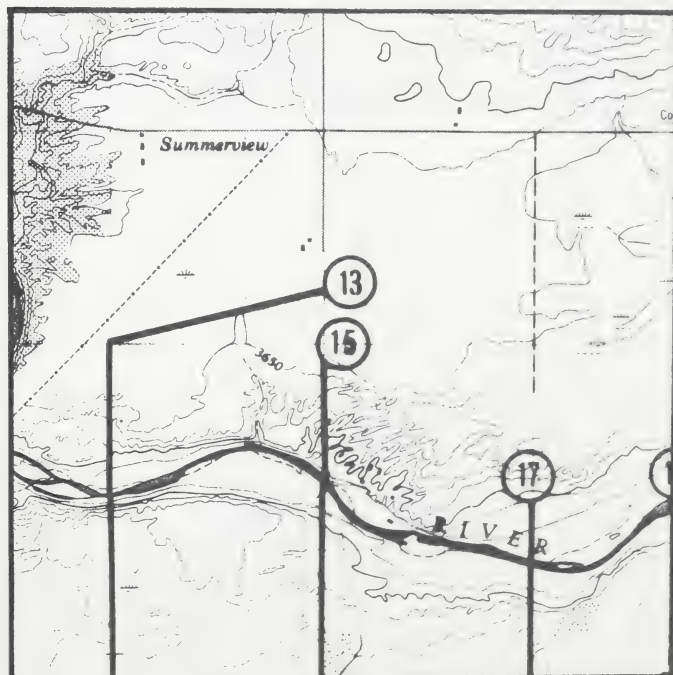
DESCRIPTION: _____

POSITIVE ASPECTS: This site would become more accessible with development
of the Three Rivers dam site.

NEGATIVE ASPECTS: Rather long road access from the secondary road

LEGAL STATUS: N $\frac{1}{2}$ Sec. 17, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.61-2.4 KM (1.0-1.5 MI.)

COMMENTS:

A number of potential development sites exist in the north half Section 17,
Twp 7, R 29. To get to these sites the road on the north-south road allowance
one kilometer east is followed south between sections 21 and 22. After 1.21 km.
south, a farm road intersects from the west. This is followed to these sites.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 14

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.3 KM (1.4MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 2.3 KM (1.4MI.)

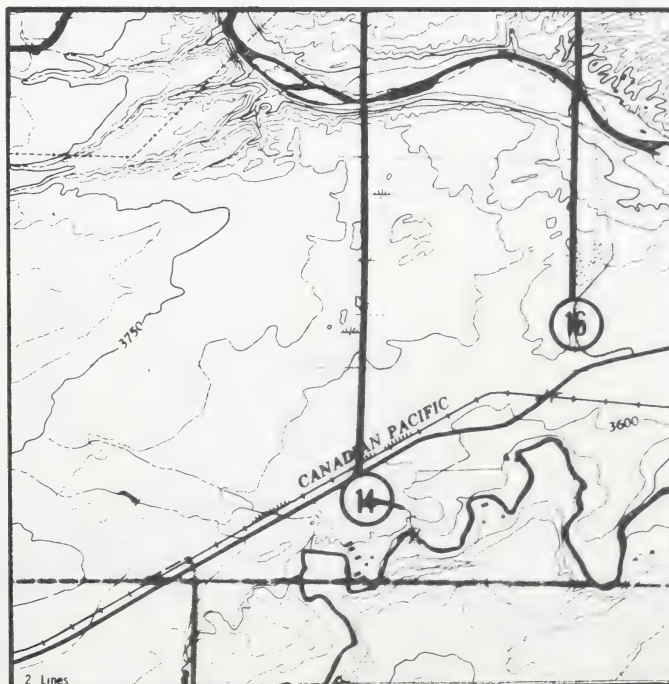
DESCRIPTION: Road allowance

POSITIVE ASPECTS: The land is relatively flat from Highway #3 to the river
valley break.

NEGATIVE ASPECTS: Relatively long distance from existing road access.

LEGAL STATUS: Secs. 4, 5, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 2.3 KM (1.4 MI.)

COMMENTS:

Access to the south side of the river between Pincher Creek and Brocket is poor.

Development of this site could improve the situation.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 15

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.3 KM (1.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

DESCRIPTION: Road allowance, farm access

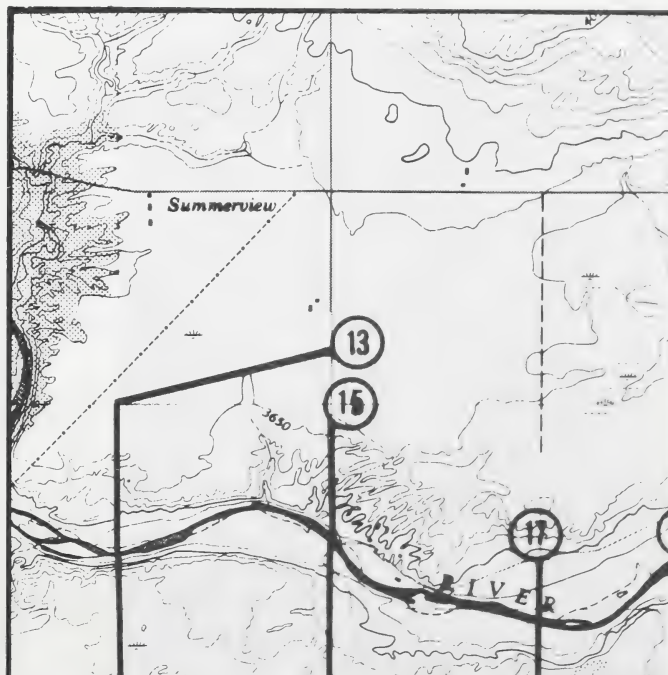
POSITIVE ASPECTS: Existing road development to the river's edge.

NEGATIVE ASPECTS: Access road deviates from road allowance - may be private.

After leaving road allowance, road is of lower quality.

LEGAL STATUS: Secs. 21, 22, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

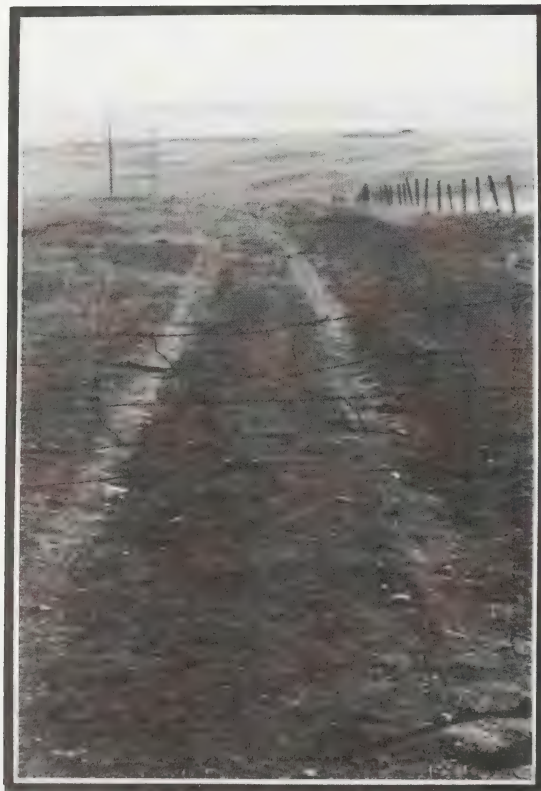
3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.1 KM (.7 MI.)

COMMENTS:

After the road leaves the road allowance (1.61 kilometers) south of the
secondary road, it deviates to the east and then west down a coulee to the
river's edge. The road then follows the river's edge for approximately 3.2
kilometers to the north side of the Summer View road bridge (SR 785).

PHOTO:



Gate across road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 16

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.1 km (1.3 mi) from Highway #3

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

DESCRIPTION: Road allowance, other road

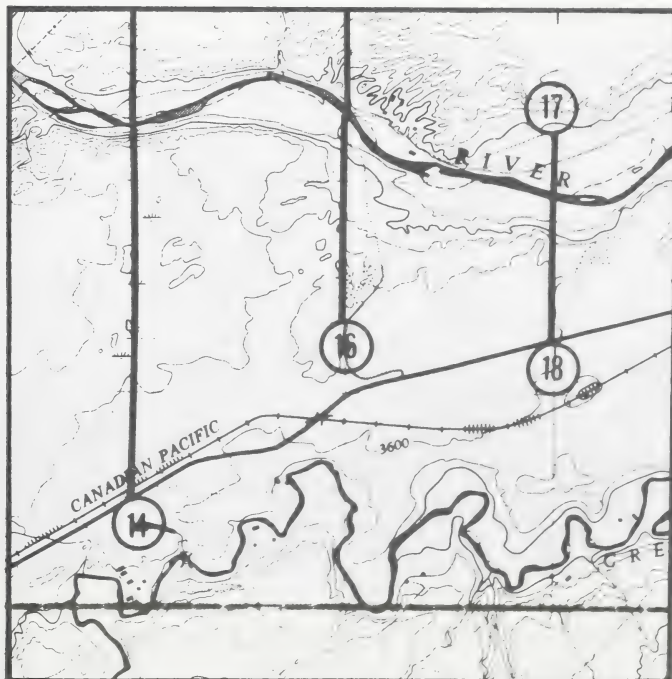
POSITIVE ASPECTS: Road access is provided to the river's edge.

NEGATIVE ASPECTS: Road does not follow road allowance for the entire distance.

This could result in problems of permission to use.

LEGAL STATUS: Secs. 9, 10, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .48 KM (.3 MI.)

COMMENTS:

If arrangements can be made for use of this road, a large point bar at the
river would make this site very attractive for development of a day use site.

PHOTO:



View of gravel pit along road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 17

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

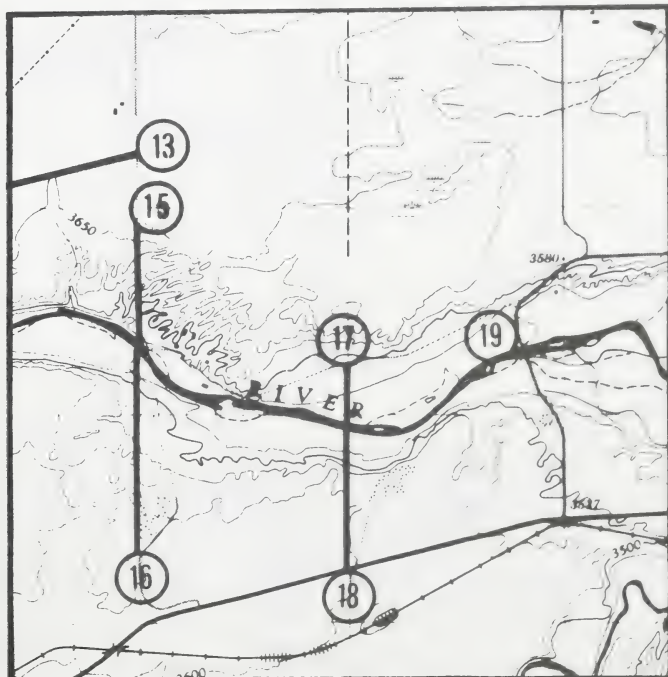
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Road allowance intersects the public road that follows the
north bank of the river in this area.

NEGATIVE ASPECTS: _____

LEGAL STATUS: Secs. 14, 15, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

 1 BASIC (SIGN, PARKING)

 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 A good access site for use in conjunction with the current use at the bridge
 on secondary road 785.

PHOTO:

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 18

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .97 km (.6 mi) from Highway #5

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .97 KM (.6 MI.)

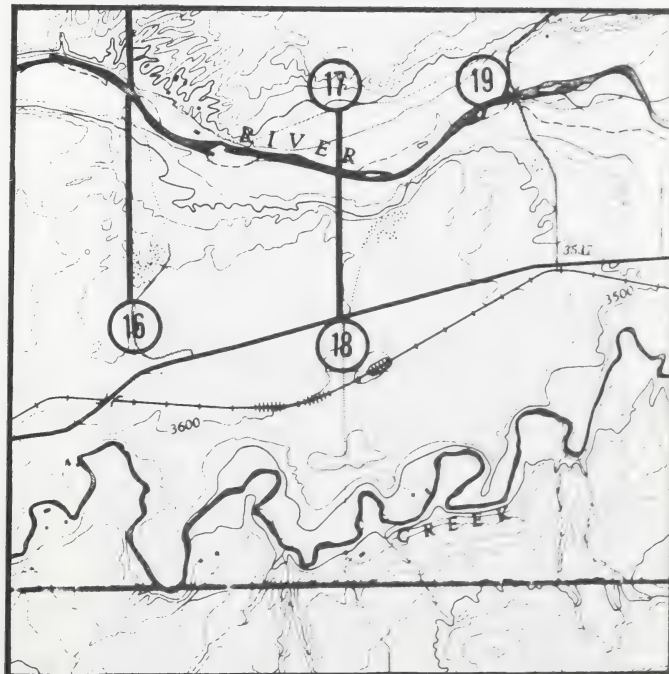
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Short distance from Highway #3 to the river break.

NEGATIVE ASPECTS: Better access is available on the north side of river and less than 1.6 kilometers downstream at secondary road 785 bridge.

LEGAL STATUS: Secs. 10, 11, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .64 KM (.4 MI.)

COMMENTS:

PHOTO:



View north - unmarked
road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 19

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

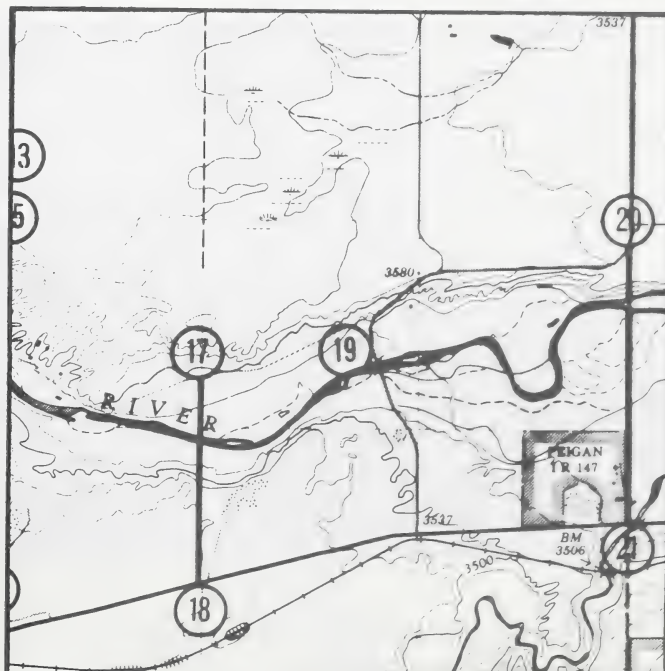
DESCRIPTION: Bridge over Oldman River Secondary Road 785

POSITIVE ASPECTS: This is an attractive, wooded site with good potential for
development of recreational facilities.

NEGATIVE ASPECTS: _____

LEGAL STATUS: SE $\frac{1}{4}$ Sec. 14, Twp 7, R 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.,)

COMMENTS:

This is a popular access point for the Oldman River. There are presently no
facilities but good development potential exists for a day use facility or
campground on the NW and SW side of the bridge.

PHOTO:



View upstream at bridge crossing

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 20

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .32 KM (.2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (.2 MI.)

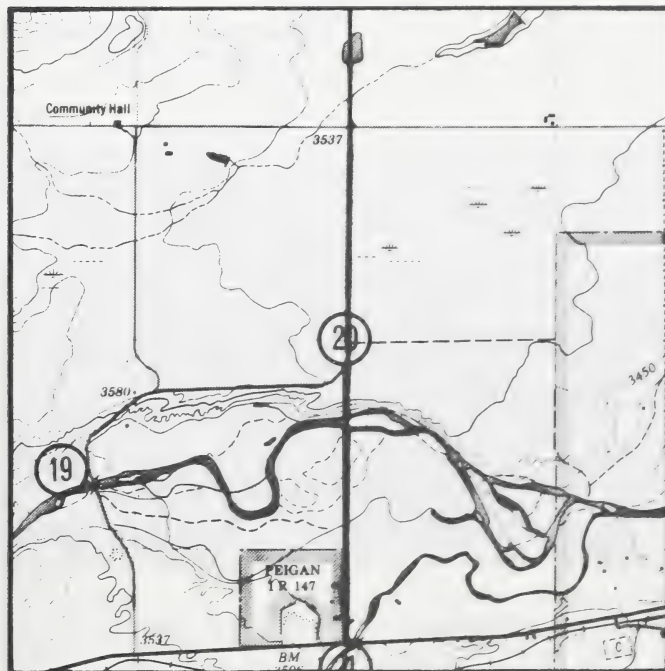
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Distance from secondary road 785 to river is very short.

NEGATIVE ASPECTS: River bank on north side is steep and eroded.

LEGAL STATUS: Secs. 18, 13, Twp 7, R 28, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

At this site, it would be easy to develop parking and a trail to the river. The
road allowance is not suitable for trail development so permission would have to
be obtained from landowner adjacent to the allowance.

PHOTO:



Dirt road, view south along road allowance

SITE ANALYSIS

RIVER: Oldman SECTION: Lower SITE: 21

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.61 km (1.0 mi) from Highway #3

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL:

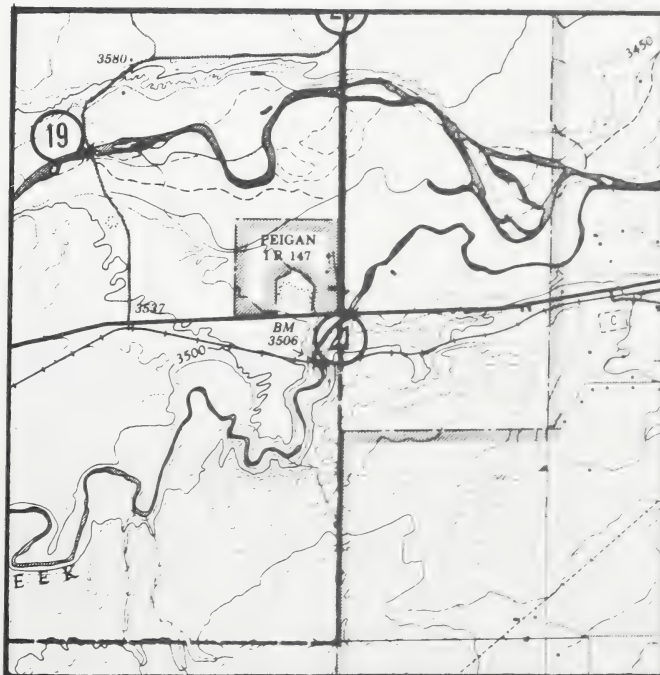
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Distance to the river partially developed into a road.

NEGATIVE ASPECTS: Stream braided - road development would be subject to washouts.

LEGAL STATUS: Secs. 7, 12, Twp 7, R 28, 29, W4M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

Along the road allowance, it is a long way to river. Numerous existing trails
could be used if permission can be obtained to shorten the distance to the river.
The main channel swings from the middle of the valley to the north side of the
valley just before reaching the road allowance.

PHOTO:

SITE ANALYSIS

RIVER: Crowsnest SECTION: Upper SITE: 1

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

DESCRIPTION: Road allowance

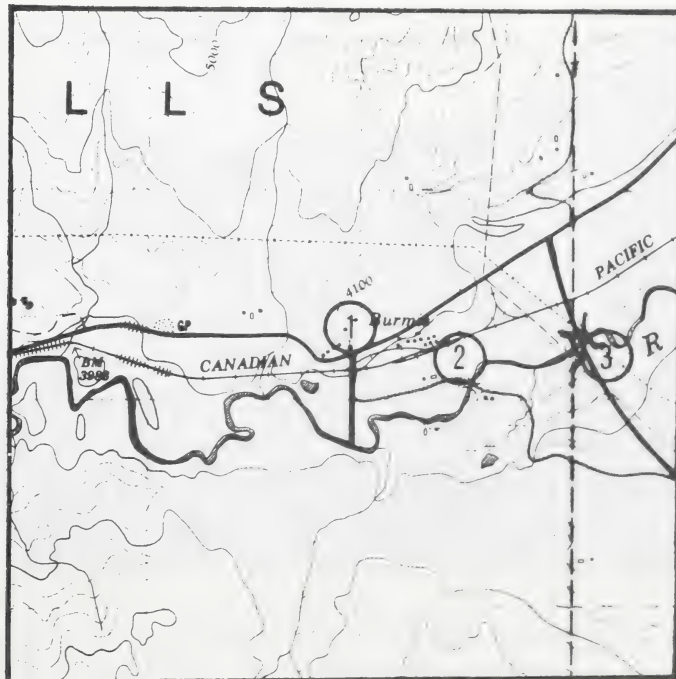
POSITIVE ASPECTS: Provides for possible access with a short walk to the river.

Close to popular picnic/fishing spot at Burmis Lake.

NEGATIVE ASPECTS: _____

LEGAL STATUS: NS Secs. 11, 12, Twp 7, R 3, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Because of the popularity of this river for fishing, this site would provide valuable access.

PHOTO:



View south along road allowance

SITE ANALYSIS

RIVER: Crowsnest SECTION: Upper SITE: 2

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

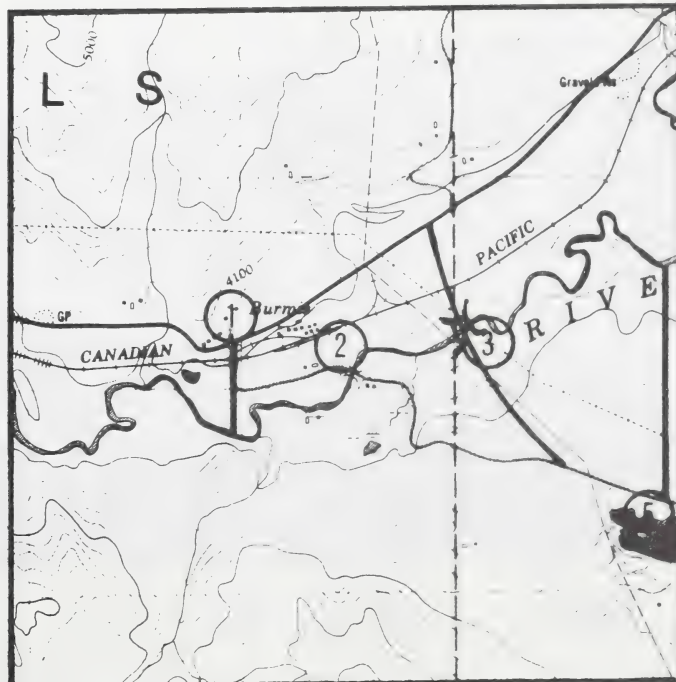
DESCRIPTION: Bridge over Crowsnest River.

POSITIVE ASPECTS: Immediate access to the river.

NEGATIVE ASPECTS: Relatively close to sites 1 and 3.

LEGAL STATUS: SE ¼ section 13, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

2 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

Becuae of the closeness of Burmis Lake to this site, a day use site would be
unnecessary. Although, the site has value because of the site's attractiveness.

PHOTO:



View upstream toward bridge

SITE ANALYSIS

RIVER: Crowsnest SECTION: Upper SITE: 3

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

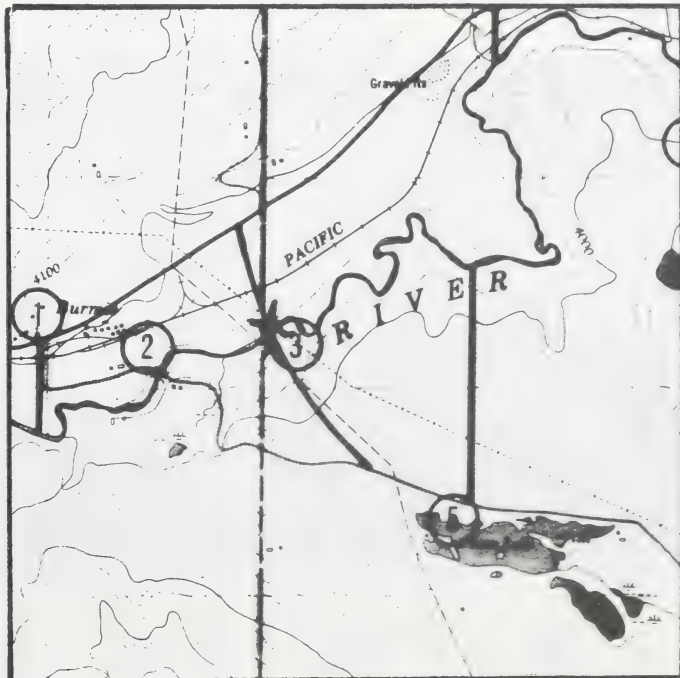
DESCRIPTION: Secondary Road 507 bridge over river.

POSITIVE ASPECTS: _____

NEGATIVE ASPECTS: It would be difficult to construct parking at this site.

LEGAL STATUS: SW Sec. 18, Twp 7, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

This site is somewhat open, exposed and windy but provides a convenient access
to Crowsnest River. The bridge is perched on fairly large fills so parking at
the bridge would require a lot of material.

PHOTO:



View upstream toward bridge

SITE ANALYSIS

RIVER: Crowsnest SECTION: Upper SITE: 4

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .48 km (0.3 mi) from Highway #3

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .48 km (0.3 mi)

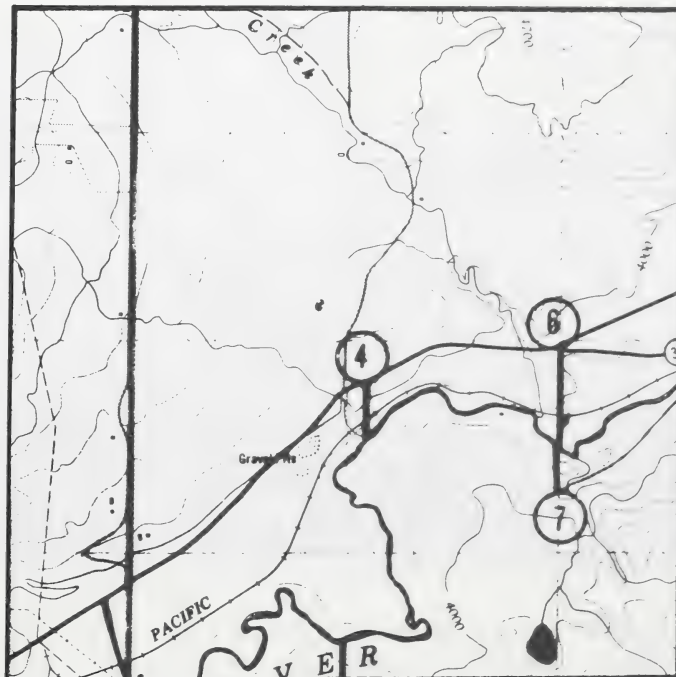
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Short walk to river. Wooded ravine provides natural access
to river valley.

NEGATIVE ASPECTS: Requires crossing of railway tracks. Permission to do
so may have to be obtained.

LEGAL STATUS: NS Secs. 19, 20, Twp 7, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site would be valuable because of the general inaccessibility of
Crowsnest River between the Secondary Road 507 bridge and Lundbreck Falls.

PHOTO:



View south - trail could be developed in the ravines

SITE ANALYSIS

RIVER: Crowsnest SECTION: Upper SITE: 5

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.8 KM (1.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.8 KM (1.1 MI.)

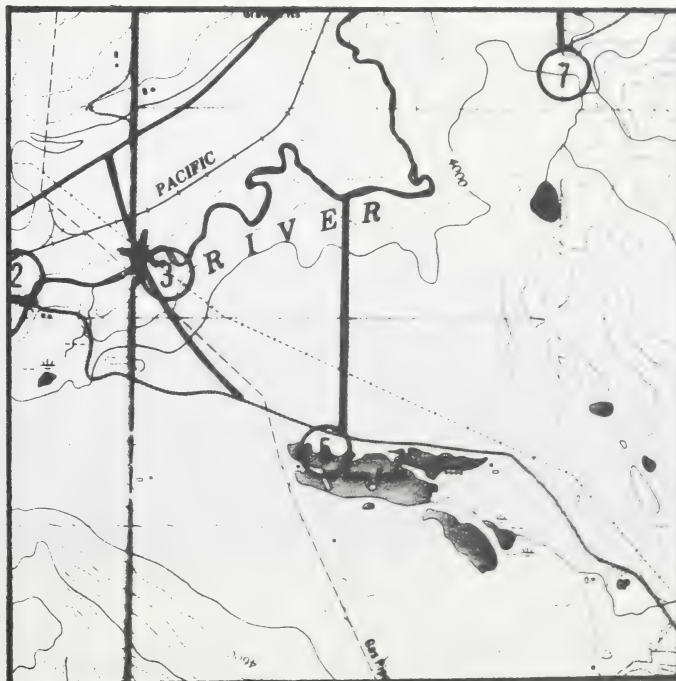
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Road development (about 1.5 km) to the river's escarpment
would be relatively easy. Access needed in this section.

NEGATIVE ASPECTS: Long walking distance to river. Considerable development
required to make this site feasible.

LEGAL STATUS: NS Secs. 7, 8, Twp 7, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.5 KM (.9 MI.)

COMMENTS:

If a road were developed from Lees Lake to the river escarpment, it would be
a relatively short distance to the river from the potential parking site on
the north-south road allowance.

PHOTO:



Road allowance - view north

SITE ANALYSIS

RIVER: Crowsnest SECTION: Upper SITE: 6

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .8 km (0.5 mi) from Highway #3

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .5 km (0.3 mi)

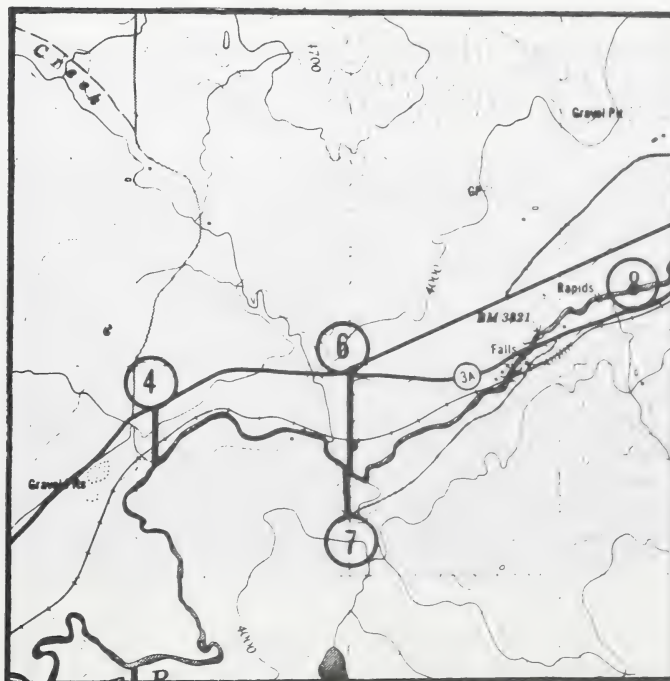
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Good road along road allowance at intersection with highway 3
for short distance to river. Site is a needed access point.

NEGATIVE ASPECTS: Rock outcrop near river would be a slight obstacle to trail
development.

LEGAL STATUS: NS Secs. 20, 21, Twp 7, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Trail development would best be in the adjacent Rock Creek valley just to the
west of the road allowance. This would provide for a shorter and more aesthetic
trip to river.

PHOTO:



View south along road allowance

SITE ANALYSIS

RIVER: Crowsnest SECTION: Upper SITE: 7

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .32 KM (.2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (.2 MI.)

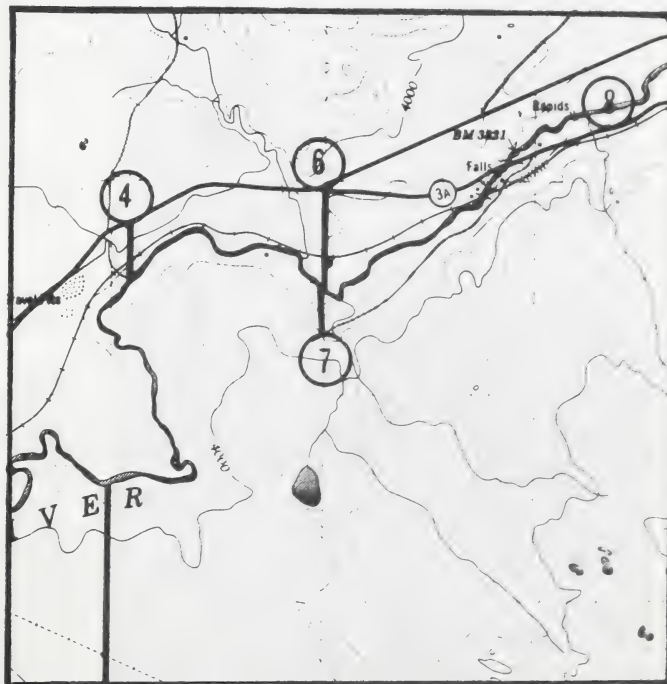
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Short distance to river.

NEGATIVE ASPECTS: Public road to road allowance is not used much.

LEGAL STATUS: NS Secs. 20, 21, Twp 7, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

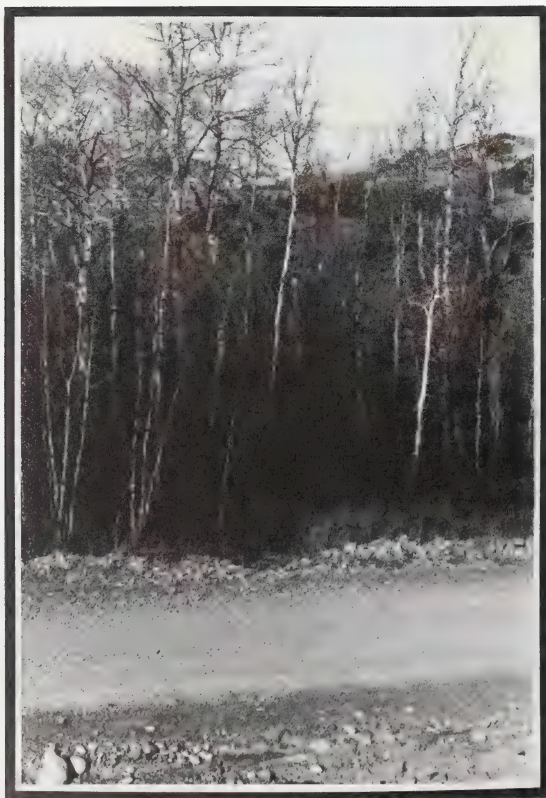
3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The road allowance follows a natural draw that would enhance the development of
this site. If this site was developed, it should be advertised at Lundbreck Falls.

PHOTO:



Heavy roadside vegetation

SITE ANALYSIS

RIVER: Crowsnest SECTION: Upper SITE: 8

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

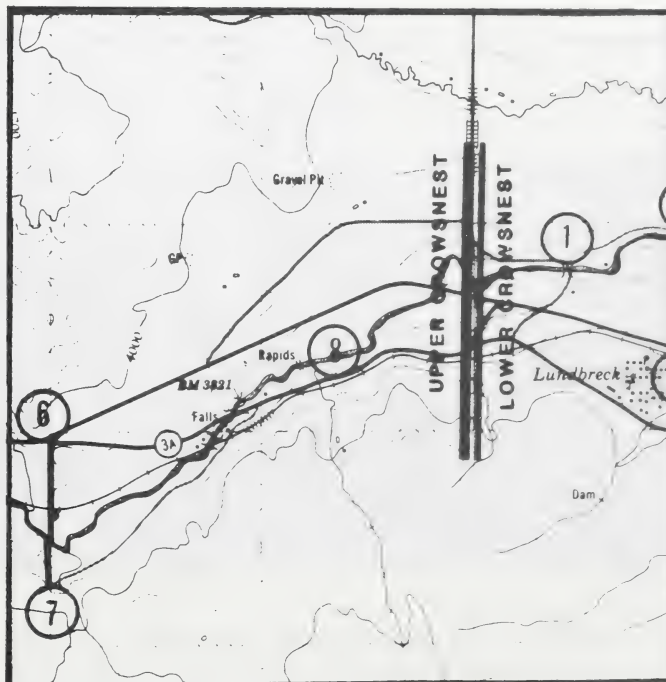
DESCRIPTION: Lundbreck Falls day use site and campground

POSITIVE ASPECTS: Access is available for approximately 2.4 kilometers (1.5 miles)
along the river in association with Highway 3A, the campground
and the day use area.

NEGATIVE ASPECTS: Overused to a large extent and probably overfished.

LEGAL STATUS: N/A

PROFILE:



DEVELOPMENT SUITABILITY:

_____ BASIC (SIGN, PARKING)

_____ FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

_____ DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The stretch of river between the Highway 3A bridge at Lundbreck Falls and the
Highway 3 bridge at Lundbreck has extensive opportunities for fishing access.

No further development is warranted.

PHOTO:



Lundbreck Falls from highway 3A bridge

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 1

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (MI.)

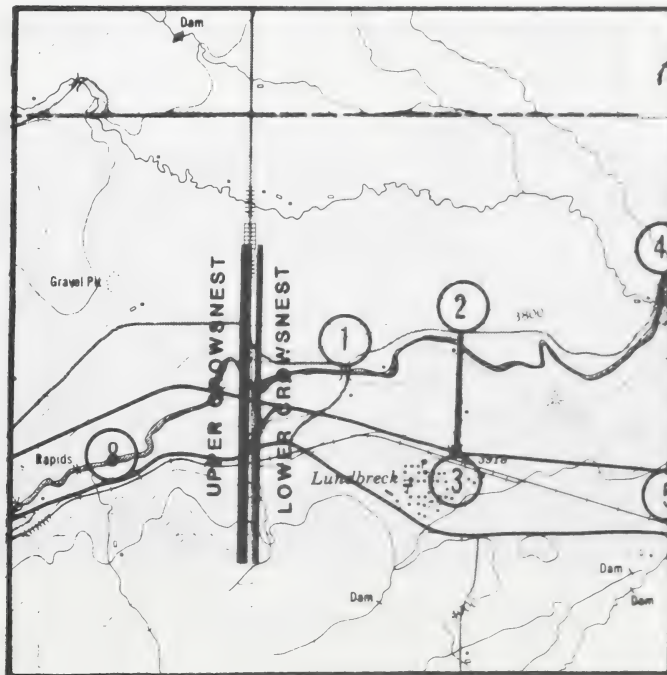
DESCRIPTION: Bridge on gravel road.

POSITIVE ASPECTS: Access to the river.

NEGATIVE ASPECTS: _____

LEGAL STATUS: N $\frac{1}{2}$ Sec. 10, Twp 7, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site provides direct access to the river however the nearby farmsteads
provide a significant potential for conflicts.

PHOTO:



View downstream from bridge.

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 2

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (1 MI.)

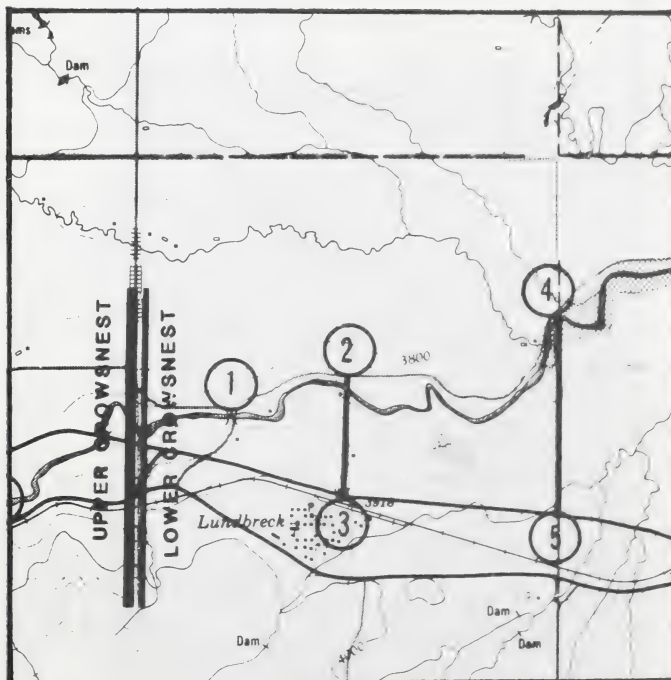
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Very close to river.

NEGATIVE ASPECTS: Steep bank from gravel road to the river side.

LEGAL STATUS: Secs. 25, 26, Twp 7, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

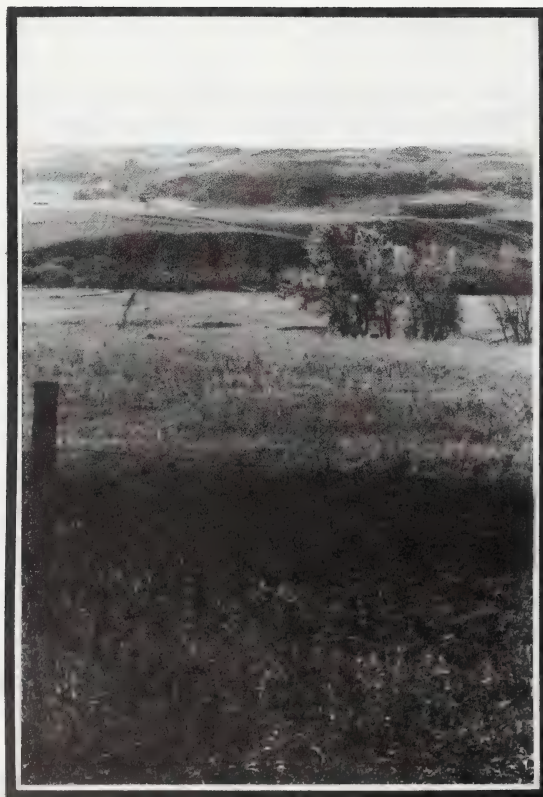
3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

This is an excellent access site with very convenient and inexpensive
development potential.

PHOTO:



Road allowance

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 3

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .6 KM (.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .3 KM (.2 MI.)

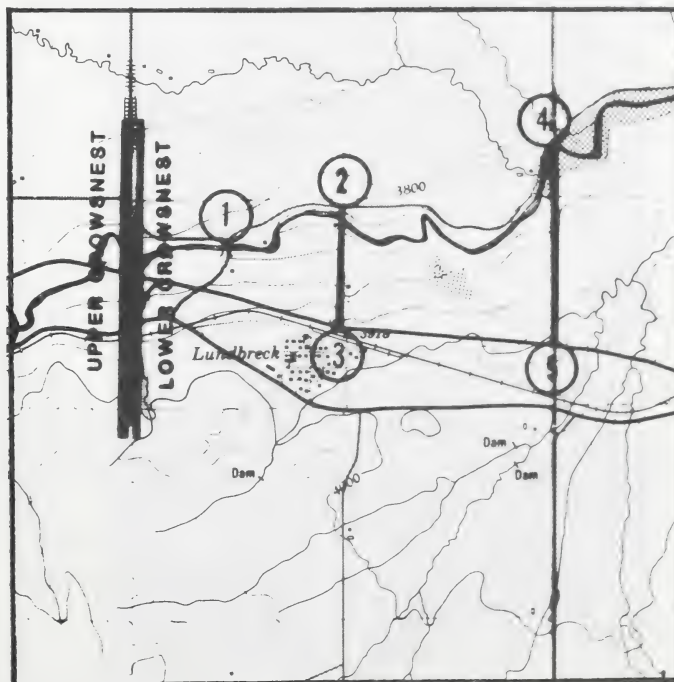
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Various farm access roads provide access to the road allowance.

NEGATIVE ASPECTS: The access on the north side of the river is much better.

LEGAL STATUS: Secs. 25, 26, Twp 7, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site would prove unnecessary if site 2 is developed.

PHOTO:



Road allowance crosses
private farm access road

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 4

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

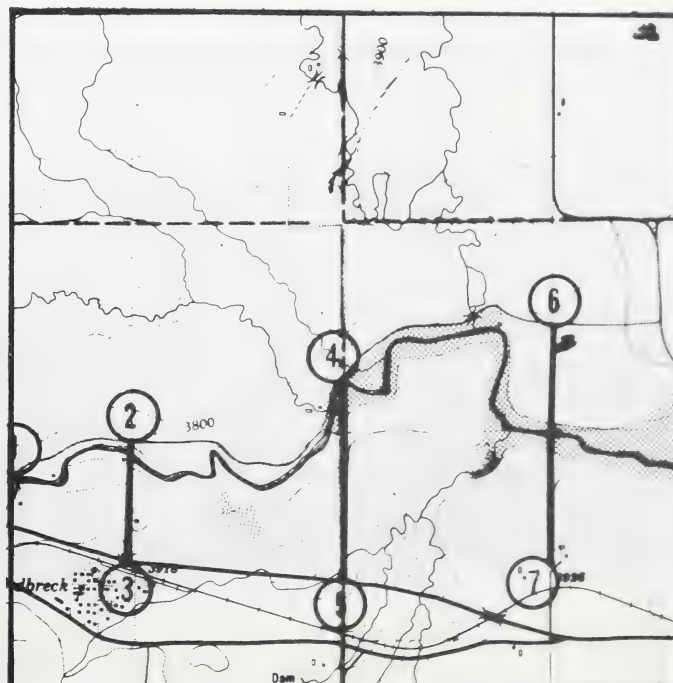
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Access site is right beside river.

NEGATIVE ASPECTS: The drop to the river along the road allowance is steep and eroded.

LEGAL STATUS: NS Secs. 31, 36, Twp 7, R 1, 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site has good potential but the descent to the river would have to be improved.

PHOTO:



Road allowance intersects river at base of steep
slope in foreground

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 5

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.5 KM (.9 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.1 KM (.7 MI.)

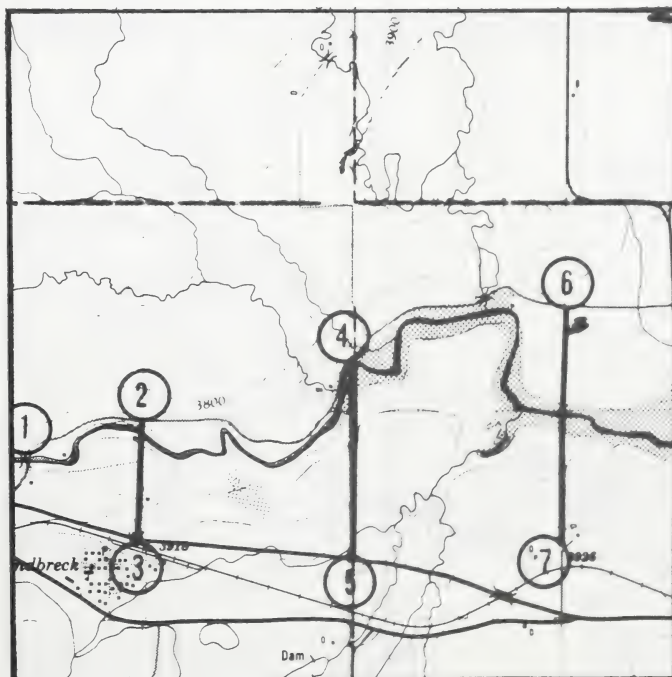
DESCRIPTION: Road allowance

POSITIVE ASPECTS: The road allowance has been partially developed for access to
a gravel pit.

NEGATIVE ASPECTS: Relatively long trip to the river because the river curves
away from the road allowance.

LEGAL STATUS: NS Secs. 30, 25, Twp 7, R 1, 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Access to the river is straightforward and easily developed but is probably
unnecessary.

PHOTO:

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 6

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .8 KM (.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .8 KM (.5 MI.)

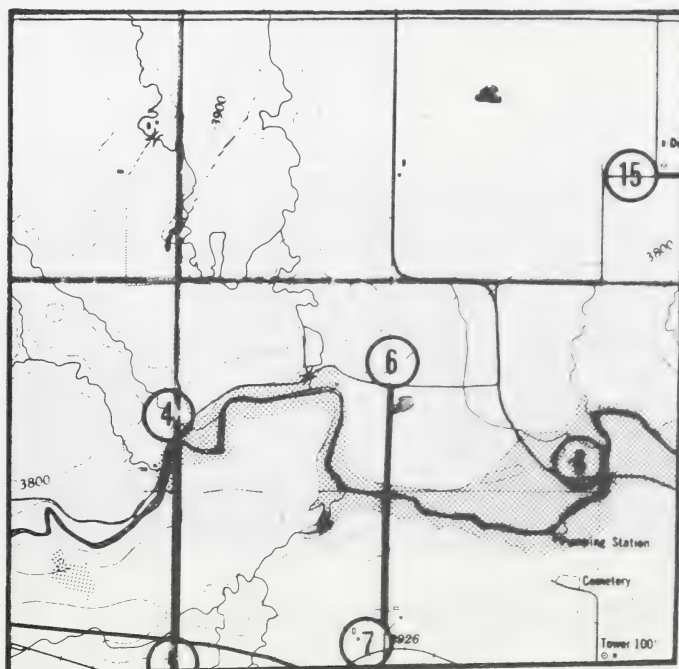
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Easily developed to the river escarpment.

NEGATIVE ASPECTS: Steep eroded slope to river's edge. This site would be flooded by Three Rivers Reservoir. Road allowance parallels river.

LEGAL STATUS: NS Secs. 31, 32, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

 1 BASIC (SIGN, PARKING)

 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

This site could be easily developed but because the road allowance parallels
the river, some provision for use of the adjacent private land would provide
more convenient access.

PHOTO:



Road allowance parallels river before intersecting it.

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 7

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.5 KM (.9 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1 KM (.6 MI.)

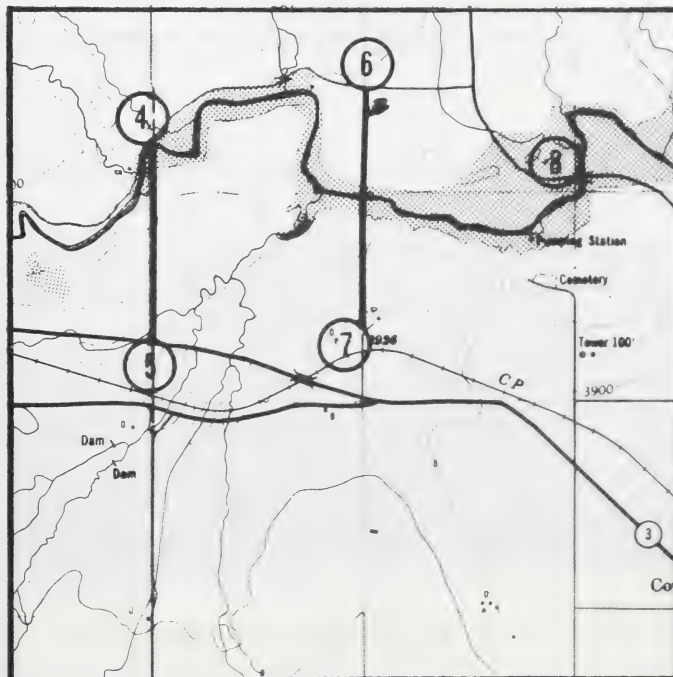
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Easily developed, departs from Highway 3.

NEGATIVE ASPECTS: Relatively lengthy road allowance. Would be partly flooded by Three Rivers Reservoir.

LEGAL STATUS: NS Secs. 29, 30, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

PHOTO:



Road allowance undeveloped beyond railway tracks

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 8

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

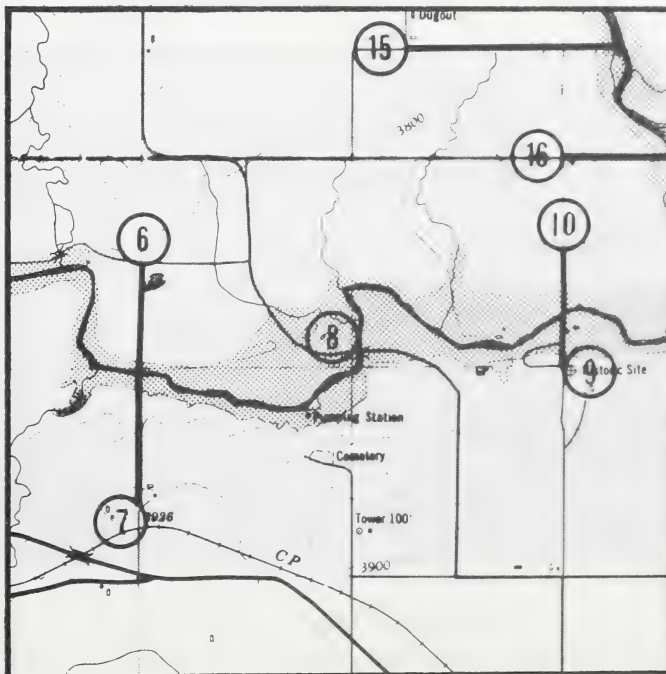
DESCRIPTION: Bridge/road allowance

POSITIVE ASPECTS: Provides direct access to the river.

NEGATIVE ASPECTS: _____

LEGAL STATUS: Secs. 32, 33, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

2 BASIC (SIGN, PARKING)

1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Because of likely heavy use of this bridge, this site should have a
"facility" level of development.

PHOTO:



View of Bridge.

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 9

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1 KM (.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

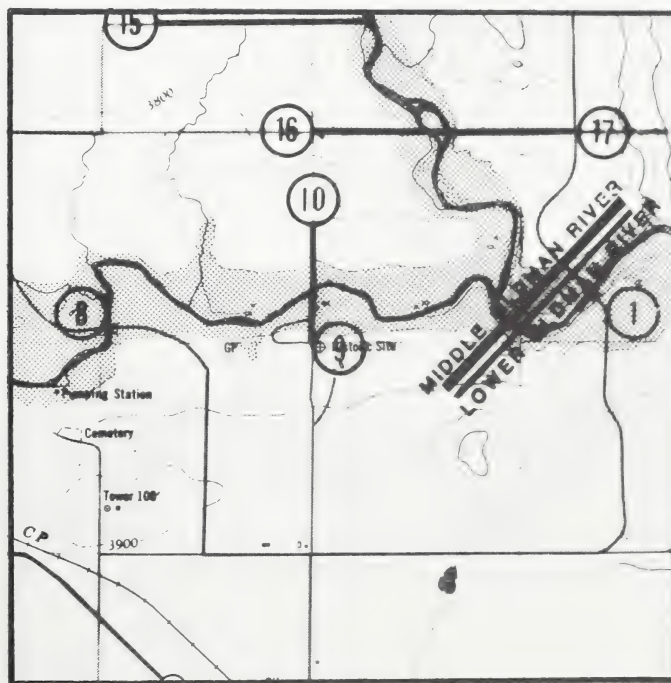
DESCRIPTION: Road allowance.

POSITIVE ASPECTS: If permission can be obtained for use of road access, this
site could be developed at the river's edge.

NEGATIVE ASPECTS: _____

LEGAL STATUS: NS Secs. 27, 28, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

Becuae it is so close to Cowley, this site may have dual value as a
community and fishery access site.

PHOTO:

SITE ANALYSIS

RIVER: Crowsnest SECTION: Lower SITE: 10

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.1 KM (.7 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (.4 MI.)

DESCRIPTION: Road allowance

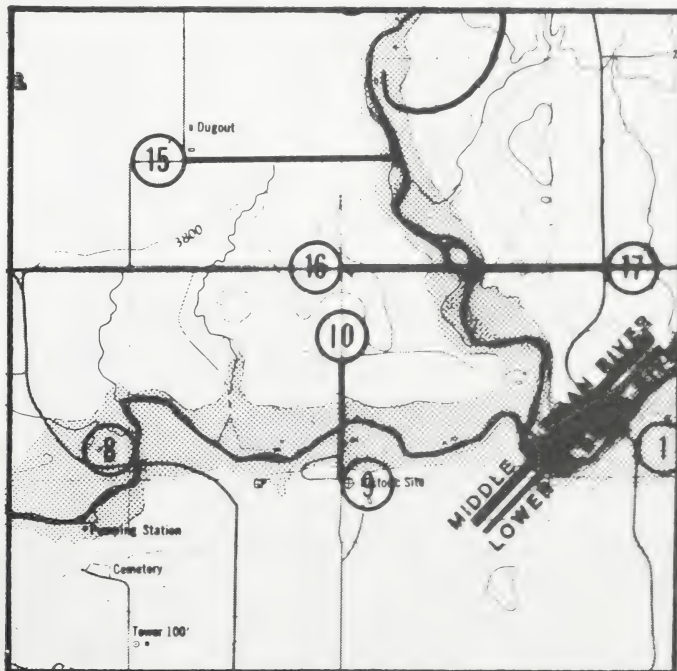
POSITIVE ASPECTS: The road allowance provides access to a farm access road.

The road allowance descends to the river valley through a draw.

NEGATIVE ASPECTS: This site is relatively remote.

LEGAL STATUS: NS Secs. 33, 34, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 Either the road allowance or the farm access road would provide relatively good
 development alternatives for this site.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Upper SITE: 1

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.3 KM (.8 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.3 KM (.8 MI.)

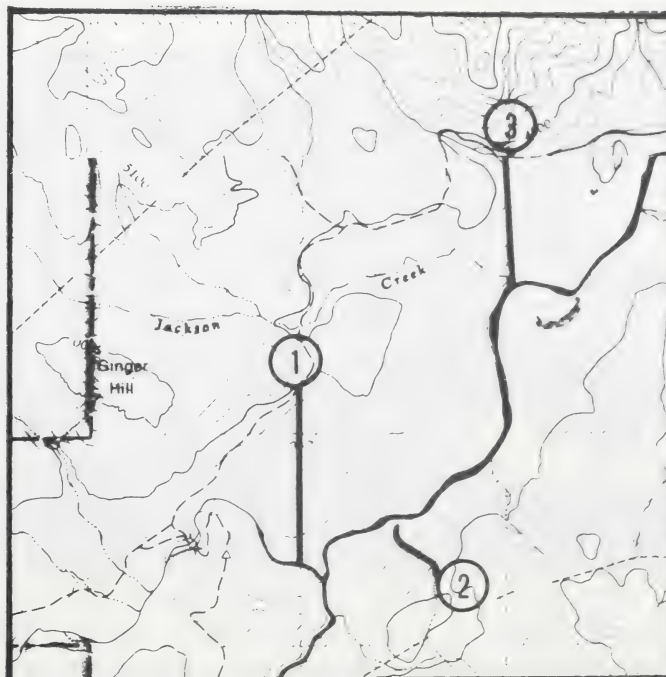
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Intersects the Castle River near the confluence
with the Carbondale River.

NEGATIVE ASPECTS: Presently undeveloped road allowance.

LEGAL STATUS: NS Secs. 13, 14, Twp 6, R 3, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.3 KM (.8 MI.)

COMMENTS:

The need for a developed site at this location depends on the amount
of restriction being exercised by adjacent lease holders.

PHOTO:



View of Castle River near confluence with Carbondale River

SITE ANALYSIS

RIVER: Castle SECTION: Upper SITE: 2

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .48 KM (.3 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

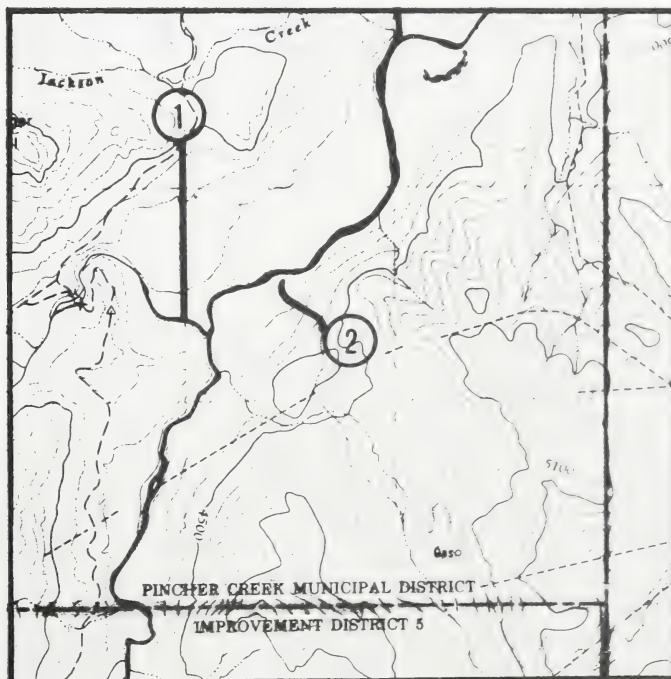
DESCRIPTION: Gas well access road

POSITIVE ASPECTS: Provides the only relatively close public access to the
Castle River's south side in the foothills.

NEGATIVE ASPECTS: The access road, although public is quite long from the
secondary road 507 9.5 - 11 km.

LEGAL STATUS: SE ¼ Sec. 14, Twp 6, R 3, W5M
Grazing Association Lease.

PROFILE:



DEVELOPMENT SUITABILITY:

 2 BASIC (SIGN, PARKING)

 1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 This is a good access point but equally good access is available on the
 north side of the river.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Upper SITE: 3

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1 KM (.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1 KM (.6 MI.)

DESCRIPTION: Road allowance

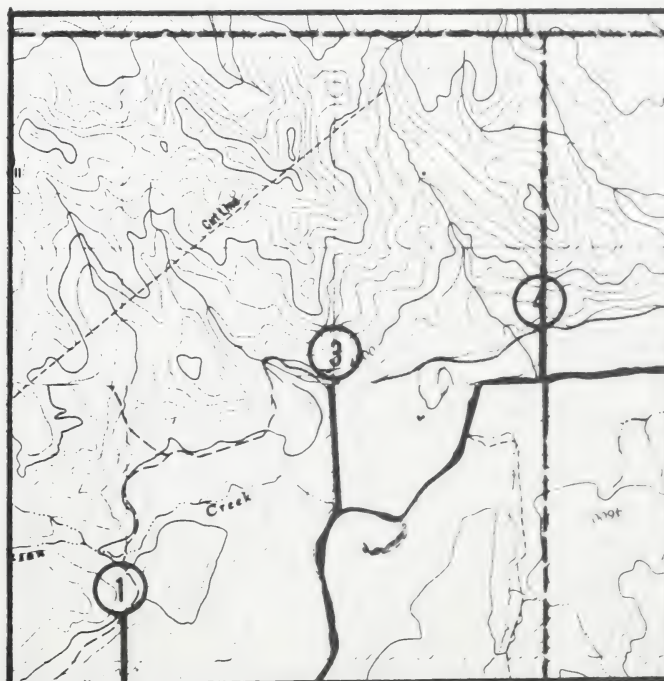
POSITIVE ASPECTS: _____

NEGATIVE ASPECTS: Access road is a valley to the north of the river.

Access would be on foot over a high hill.

LEGAL STATUS: NS Secs. 25, 26, Twp 6, R 3, W5M

PROFILE: _____



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Access is limited to the road allowance as adjacent land is privately owned.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Upper SITE: 4

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .48 KM (.3 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

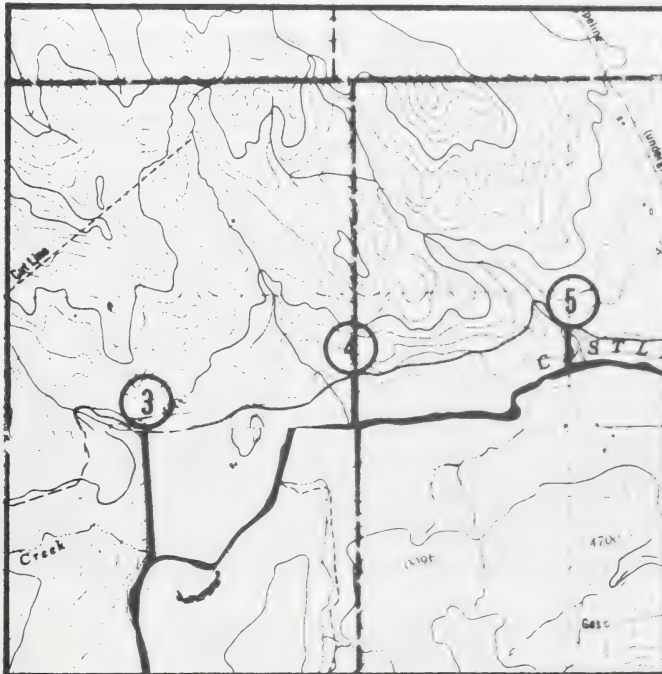
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Close to the river, road developed on road allowance.

NEGATIVE ASPECTS:

LEGAL STATUS: NS Secs. 30, 25, Twp 6, R 2,3, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

 3 BASIC (SIGN, PARKING)

 1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

 2 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 The site has perhaps the best potential in the Upper Castle Section for
 development as a day use facility.

PHOTO:



View south along road allowance

SITE ANALYSIS

RIVER: Castle SECTION: Upper SITE: 5

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .32 KM (0.2MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (0.2MI.)

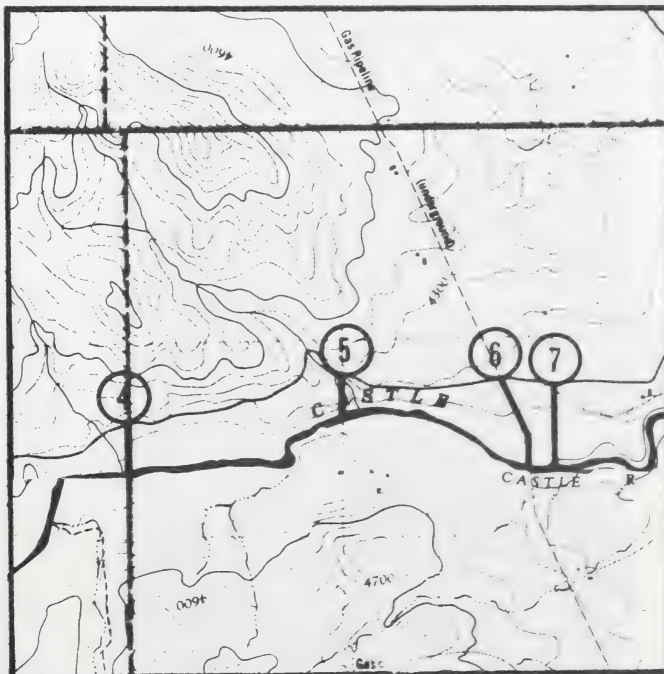
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Short distance to river.

NEGATIVE ASPECTS: Access along road allowance requires climbing (uncessarily).

LEGAL STATUS: NS Secs 29,30, Twp 6, R2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The most practical access to this site is to descend to a minor creek
valley after departing the secondary road at the road allowance.

PHOTO:



Road allowance unmarked,
crosses steep ravine
before reaching river.

SITE ANALYSIS

RIVER: Castle SECTION: Upper SITE: 6

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .8 KM (.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .8 KM (.5 MI.)

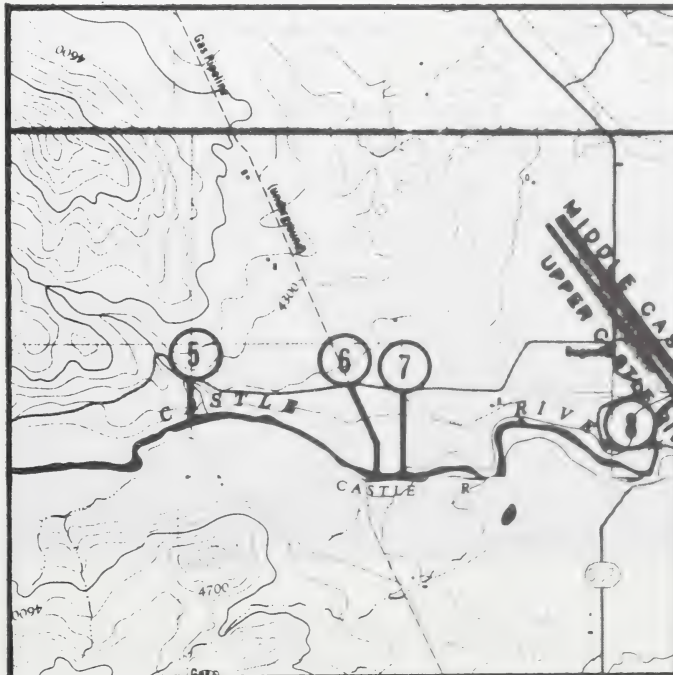
DESCRIPTION: Pipeline right of way

POSITIVE ASPECTS: The area is cleared of trees and easily developed for
road access.

NEGATIVE ASPECTS: There is a potential for conflict with right of way holders.

LEGAL STATUS: E $\frac{1}{2}$ Sec. 29, Twp 6, R 2, W5M Land adjacent to the right
of way is leased.

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Relatively good access point but site 6 and 7 are very close at the
point that the river is encountered.

PHOTO:



Pipeline right-of-way

SITE ANALYSIS

RIVER: Castle SECTION: Upper SITE: 7

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (.4 MI.)

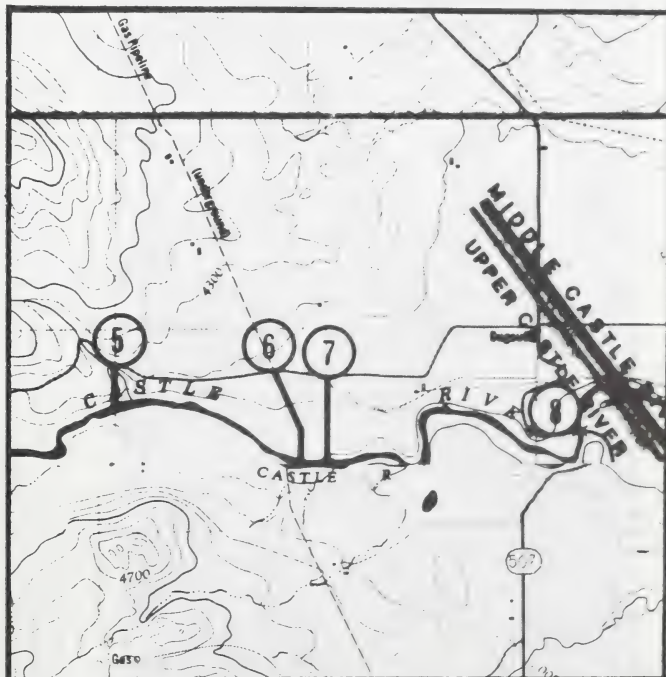
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Close to the river, good spot for parking development.

NEGATIVE ASPECTS: Road development to the river's edge would be impractical
because of steep slopes.

LEGAL STATUS: NS Secs. 28, 29, Twp 6, R 6, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

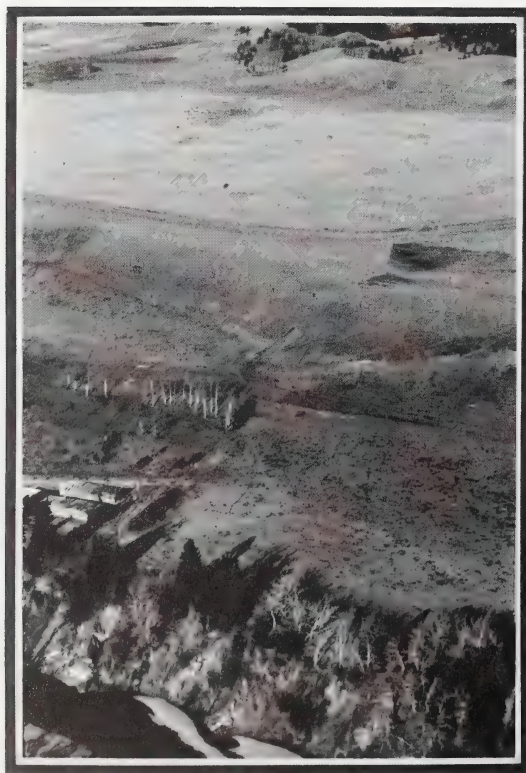
3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

A farm access road departs from the road allowance. If the road were used
in part, the river flats could be accessed with a short extension of the road
below the farm.

PHOTO:



View of road allowance
and steep river bank

SITE ANALYSIS

RIVER: Castle SECTION: Upper SITE: 8

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

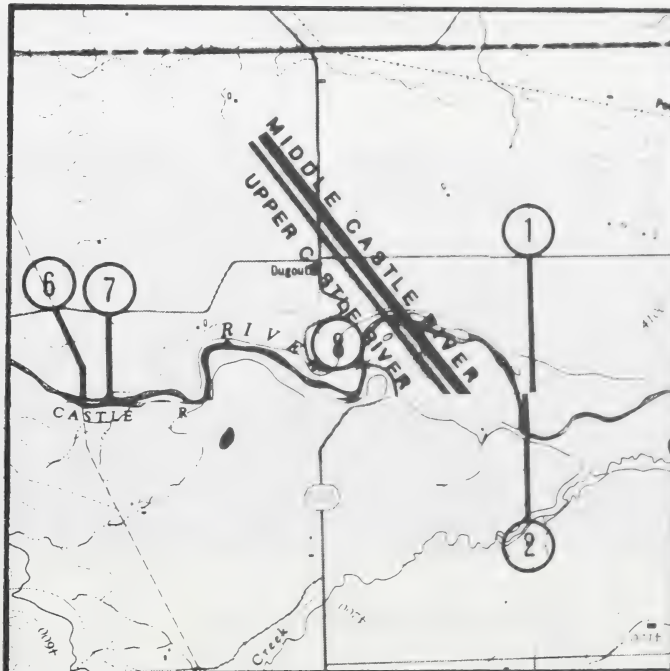
DESCRIPTION: Bridge over Castle River

POSITIVE ASPECTS: Access right to the river.

NEGATIVE ASPECTS: Surrounding land is private - bridge is close to but not
right on road allowance.

LEGAL STATUS: E $\frac{1}{2}$ Sec. 27, Twp 6, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

2 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

There appears to be quite a bit of use of this site for fishing access.

PHOTO:



View upstream from bridge

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 1

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1 KM (.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1 KM (.6 MI.)

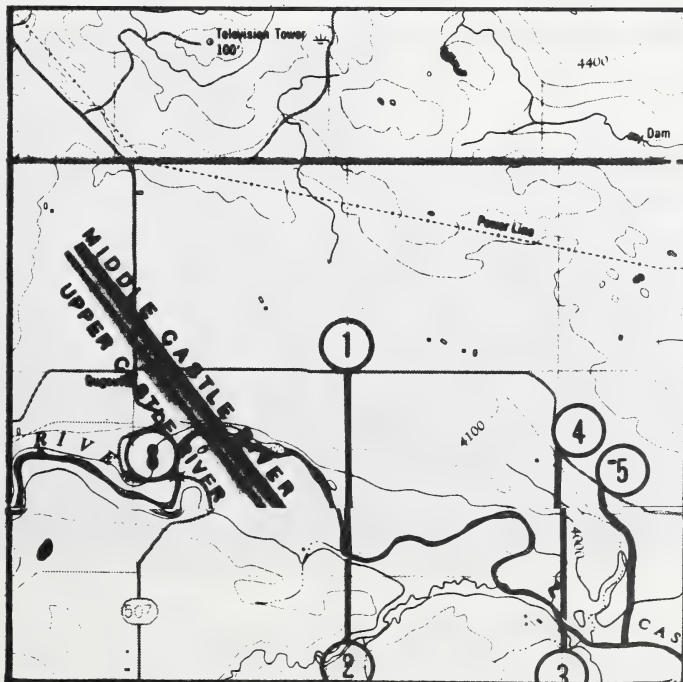
DESCRIPTION: Road allowance

POSITIVE ASPECTS: The allowance is quite flat for most of the distance.

NEGATIVE ASPECTS: Rather long distance to river.

LEGAL STATUS: NS Secs. 34, 35, Twp 6, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .64 KM (.4 MI.)

COMMENTS:

With development of an access road and a parking lot at the river break,
this would be a viable access site. It is, however, quite close to the
bridge 1.61 kilometers (one mile) upstream.

PHOTO:



View south along road allowance

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 2

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .8 KM (.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (.4 MI.)

DESCRIPTION: Road allowance, private road

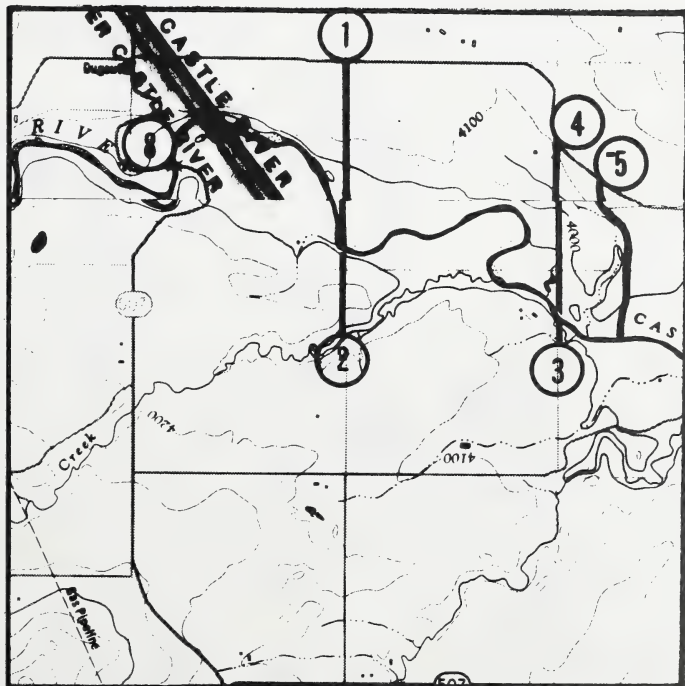
POSITIVE ASPECTS: This is one of the few access points in this stretch of river.

NEGATIVE ASPECTS: Relatively close to the bridge less than one mile upstream.

Road allowance encounters a deep ravine with only a rough
trail through it.

LEGAL STATUS: NS Secs. 22, 23, Twp 6, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .16 KM (.1 MI.)

COMMENTS:

 If this road is extended on the road allowance, only a marginal distance gain
 will be realized. The road allowance alignment is the most direct route to
 the river.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 3

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .61 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .61 KM (.1 MI.)

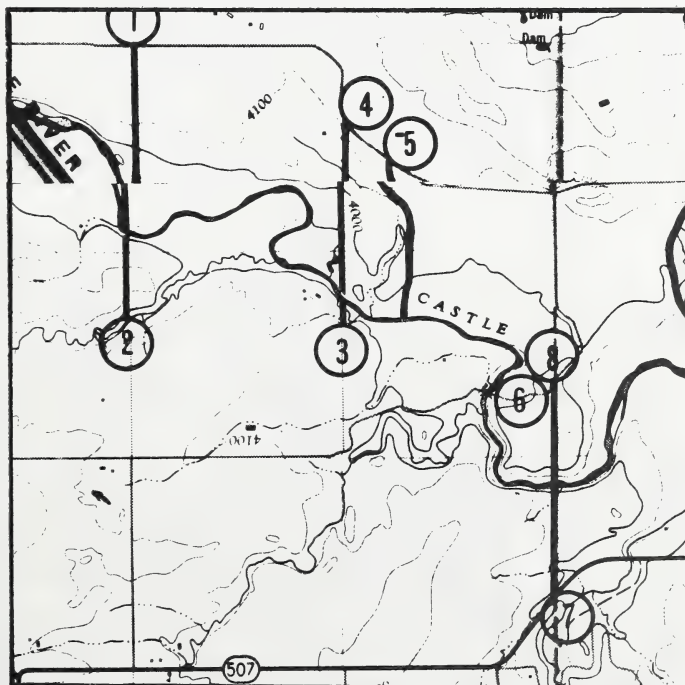
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Very close to river. The cost of development would be low.

NEGATIVE ASPECTS: Alternate access is available less than 1.5 kilometers (one mile)
downstream at bridge crossing.

LEGAL STATUS: NS Secs. 23, 24, Twp 6, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED KM (MI.)

COMMENTS:

 This site is one of the most easily developed along the Castle River excluding
 bridge crossings.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 4

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .8 KM (.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .8 KM (.5 MI.)

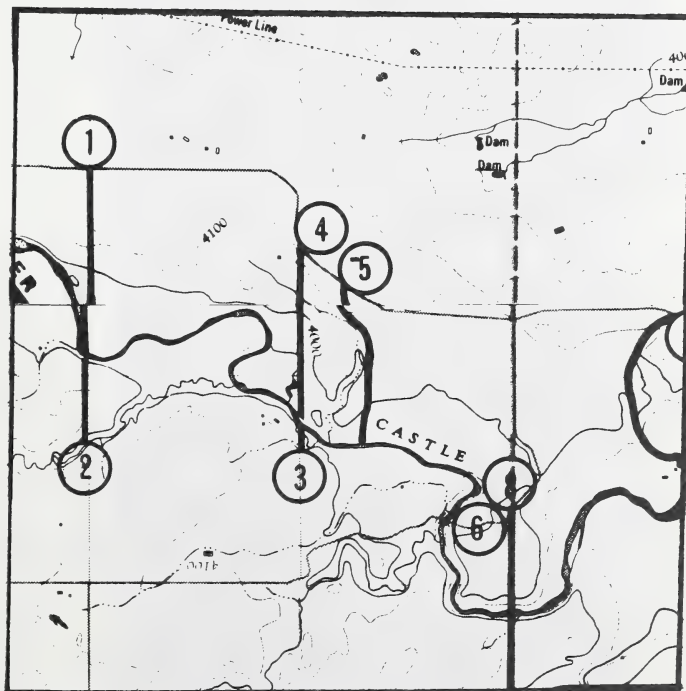
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Reasonably close to river break.

NEGATIVE ASPECTS: Rough terrain along road allowance, and steep banks at
river.

LEGAL STATUS: NS S6cs 25, 26, Twp 6, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Development of this site could provide a somewhat longer stretch of river than
the alternate site #3 on the south side of the river.

PHOTO:



Unfenced road allowan

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 5

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .48 KM (.3 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .48 KM (.2 MI.)

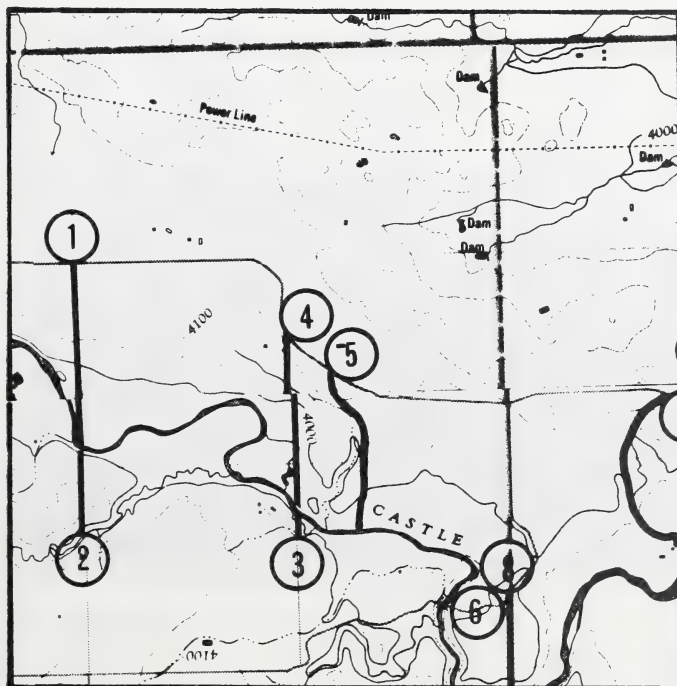
DESCRIPTION: Ranch road

POSITIVE ASPECTS: It would provide access to within the river banks.

NEGATIVE ASPECTS: Road is private and is quite close to downstream access.

LEGAL STATUS: Secs. 24, 25, Twp 6, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

1 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

2 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED .16 KM (.1 MI.)

COMMENTS:

If this access road was extended .16 km (.1 mile), a facility at day use level
of development could be implemented. The site would provide shelter and tree
cover along a small tributary of the river.

PHOTO:



Access road

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 6

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (MI.)

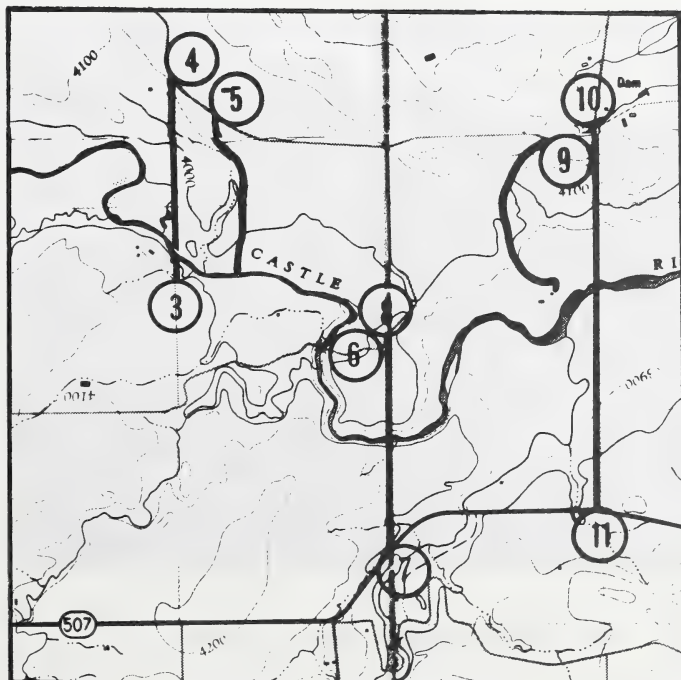
DESCRIPTION: Bridge on secondary road.

POSITIVE ASPECTS: Bridge is at picturesque entrance to a small
canyon on the downstream side.

NEGATIVE ASPECTS: _____

LEGAL STATUS: SE Sec. 24, Twp 6, R 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

The southwest corner of the bridge has considerable potential for development
of a day use facility. It is presently used informally for day use activities.

PHOTO:



Small canyon downstream of bridge

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 7

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .8 KM (.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .8 KM (.5 MI.)

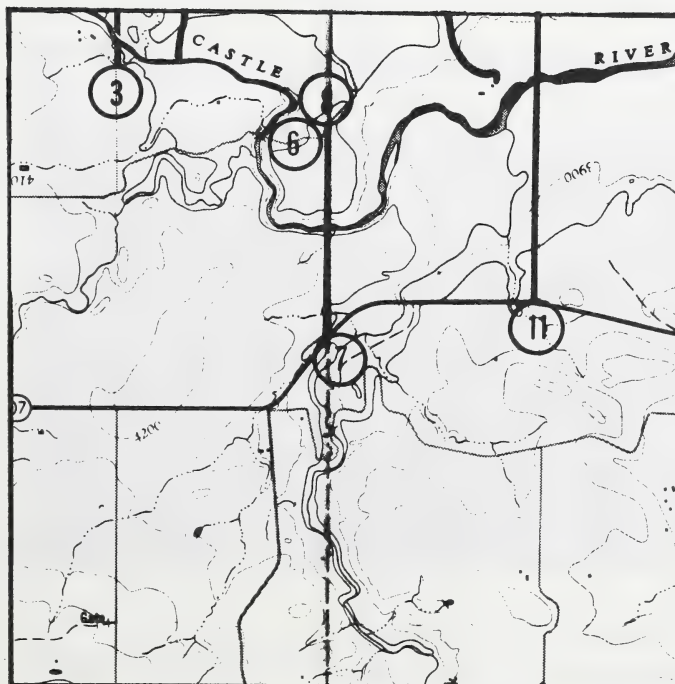
DESCRIPTION: Road allowance

POSITIVE ASPECTS: One of the closest access points to the south side of
the river.

NEGATIVE ASPECTS: A steep climb from the secondary road over a hill and
then down to the river. There is a steep slope to river.

LEGAL STATUS: NS Secs. 13, 18, Twp 6, R 1, 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This access point would be redundant as the bridge crossing is approximately
.8 km (0.5 mi) upstream.

PHOTO:



Unmarked road allowance intersects river

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 8

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (MI.)

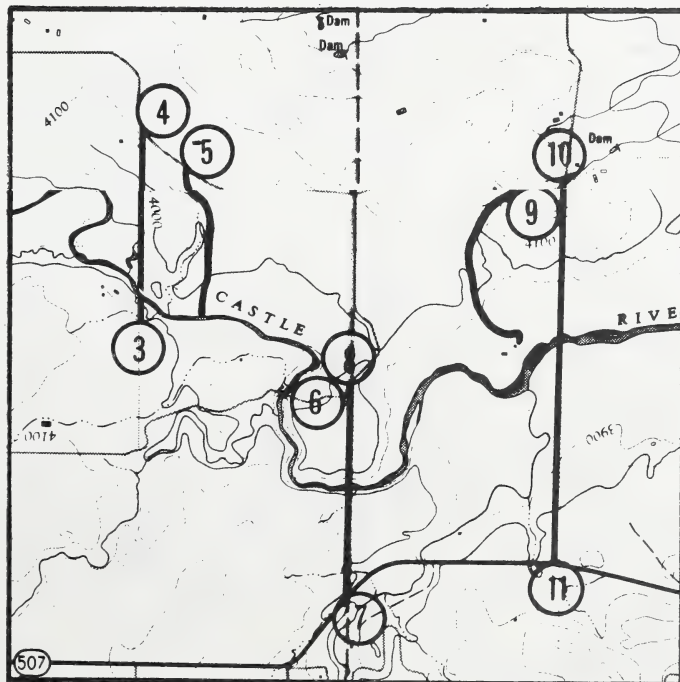
DESCRIPTION: Road allowance

POSITIVE ASPECTS: _____

NEGATIVE ASPECTS: Steep slopes to river, quite close to upstream bridge.

LEGAL STATUS: NS Secs. 24, 19, Twp 6, R 1, 2, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Development of this site is questionable because of the closeness to an upstream bridge.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 9

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.5 KM (.9 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

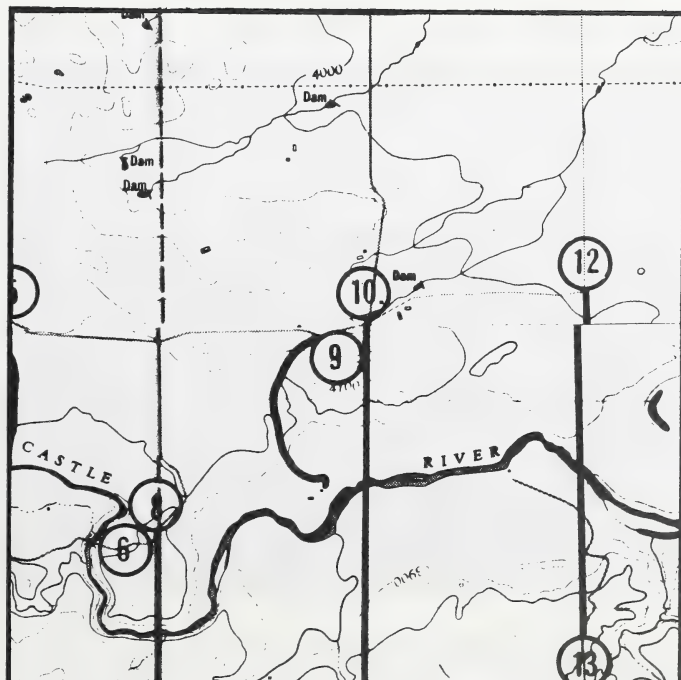
DESCRIPTION: Farm access road

POSITIVE ASPECTS: Access is provided to the river's edge.

NEGATIVE ASPECTS: Access is a private road.

LEGAL STATUS: Sec. 30, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This would make an excellent access point if permission can be gained to use this
road. There is not a lot of cover for day use site but the area has some
development potential beyond parking.

PHOTO:



Private farm access road

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 10

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.3 KM (.8 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.3 KM (.8 MI.)

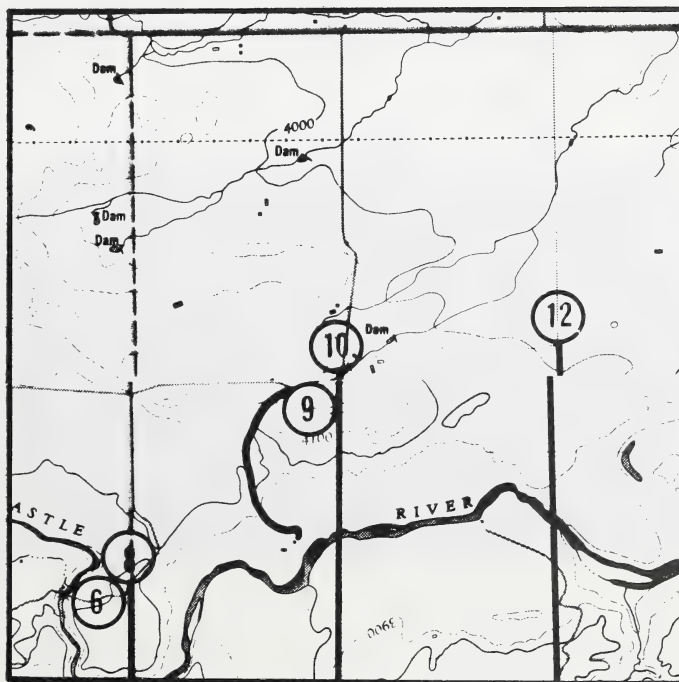
DESCRIPTION: _____

POSITIVE ASPECTS: _____

NEGATIVE ASPECTS: Road allowance climbs steeply over a hill before reaching
the river.

LEGAL STATUS: NS Secs. 29, 30, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This site is of little value because of the lengthly, impractical approach
to river.

PHOTO:



Road allowance/fenceline

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 11

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.8 KM (0.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.8 KM (0.1 MI.)

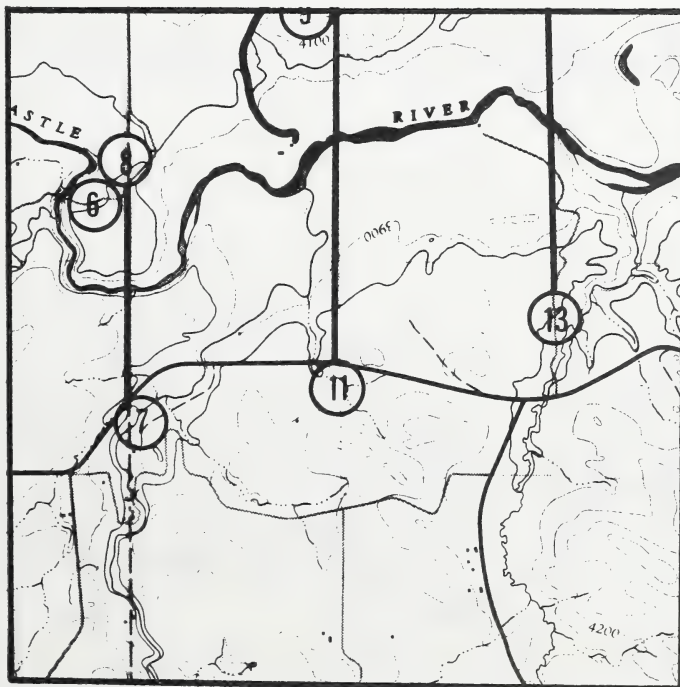
DESCRIPTION: Road allowance

POSITIVE ASPECTS: _____

NEGATIVE ASPECTS: The access is very long. Parallels natural access of the
Mill Creek Valley.

LEGAL STATUS: NS Secs. 19, 20, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.8 KM (1.1 MI.)

COMMENTS:

 This site is of low value because of its length and its position parallel to
 the Mill Creek Valley.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 12

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 2.4 KM (1.5 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .64 KM (.4 MI.)

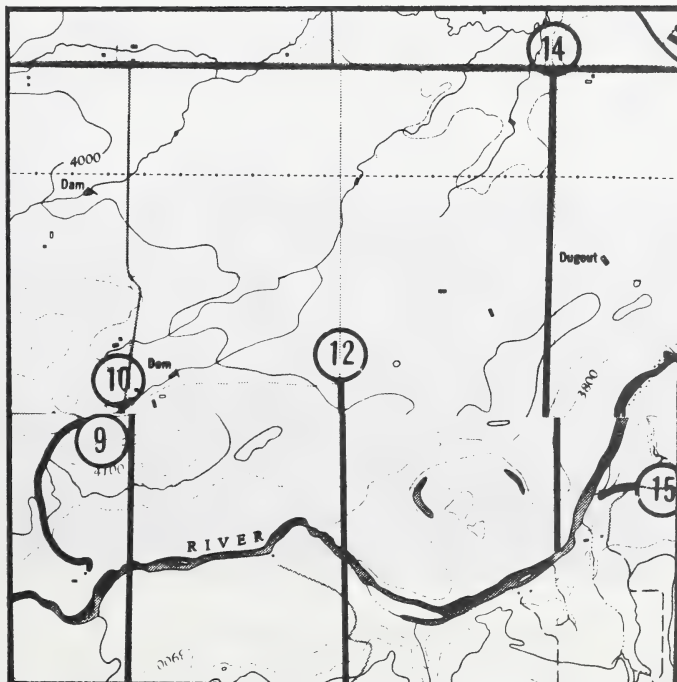
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Road improvement would be straightforward. Access to the
north side of the river in this section is poor.

NEGATIVE ASPECTS: This site is out of the way. Relatively good access is
available on the south side of the river.

LEGAL STATUS: NS Secs. 28, 29, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 2.4 KM (1.5 MI.)

COMMENTS:

Because of the relatively poor access on the north side of the river, this
site's value is increased despite the road improvements that would be required.

PHOTO:



Road allowance - view south

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 13

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.9 KM (1.2 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .32 KM (.2 MI.)

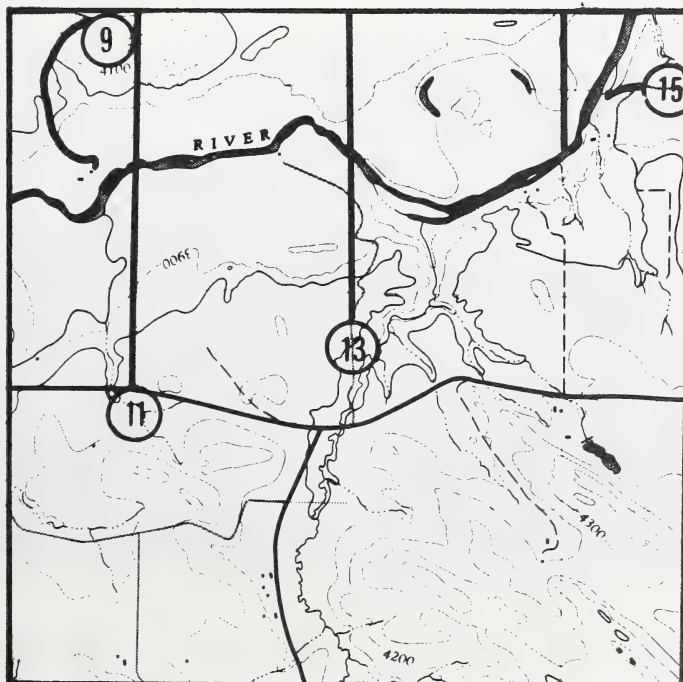
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Adequate road exists in association with the road allowance.

NEGATIVE ASPECTS: The road does not conform to the road allowance exactly.

LEGAL STATUS: NS Secs 16, 17, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

Because of the good road access and the wooded area at the mouth of a small
creek, this site has potential for facility development.

PHOTO:



Farm access road follows road allowance with some deviations

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 14

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 3.2 KM (2.0 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 3.2 KM (2.0 MI.)

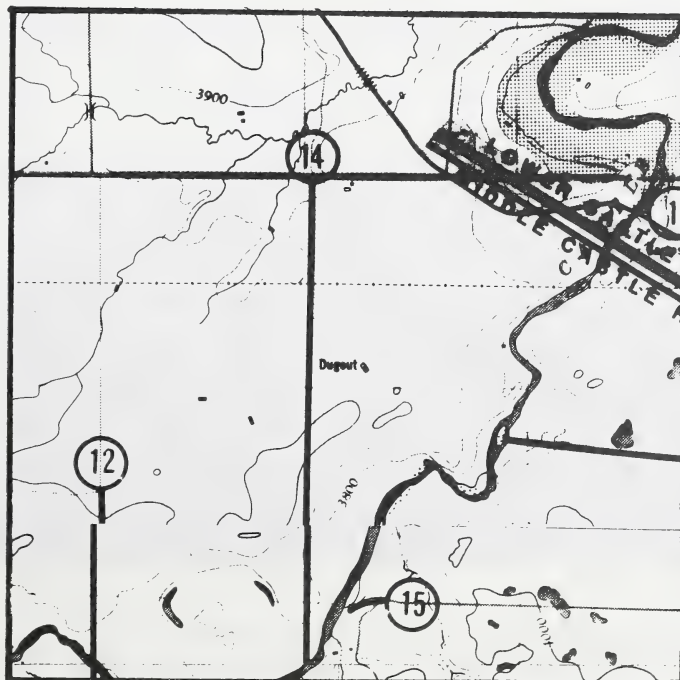
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Approach to the river valley is quite level.

NEGATIVE ASPECTS: Very long stretch of road development required.

LEGAL STATUS: NS Secs. 33, 34, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

- 1 BASIC (SIGN, PARKING)
- 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)
- 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)
- ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 3.2 KM (2.0 MI.)

COMMENTS:

As alternate access is available, development of this site is not recommended.

PHOTO:



View south along road allowance

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 15

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

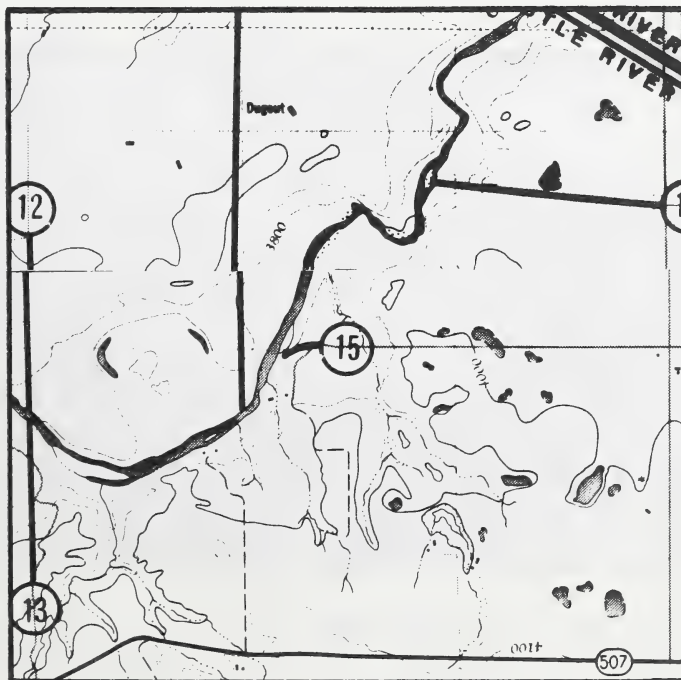
DESCRIPTION: Road allowance

POSITIVE ASPECTS: Road access provided to the edge of the river.

NEGATIVE ASPECTS: _____

LEGAL STATUS: WE Secs. 22, 27, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

This is an excellent access site with no existing limitations on development.

PHOTO:



East/West road allowance approaches river bank before deviating to farm

SITE ANALYSIS

RIVER: Castle SECTION: Middle SITE: 16

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.5 KM (.9 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .8 KM (.5 MI.)

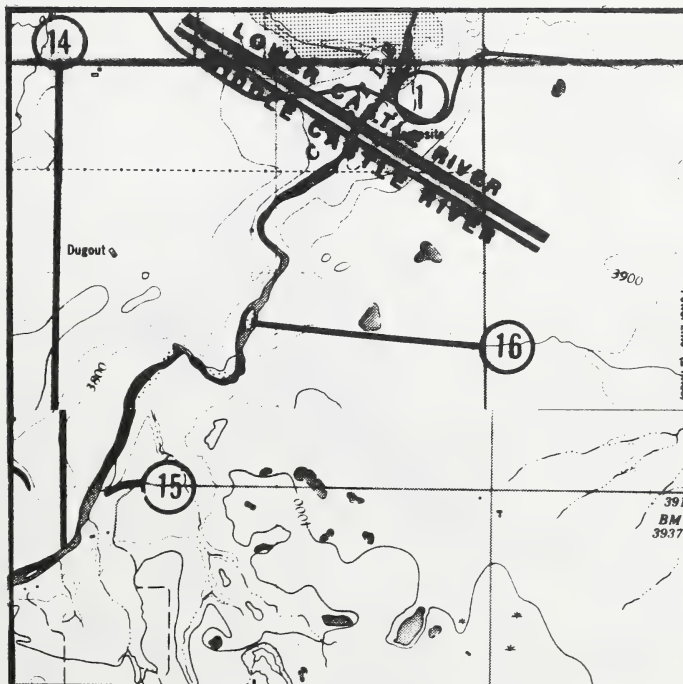
DESCRIPTION: _____

POSITIVE ASPECTS: Road easily developed because of level land.

NEGATIVE ASPECTS: Private land, relatively close to the previous upstream site.

LEGAL STATUS: EW Secs. 25, 36, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

 ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1 KM (.6 MI.)

COMMENTS:

 The value of this site is in its position halfway between the sites upstream
 and downstream.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Lower SITE: 1

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

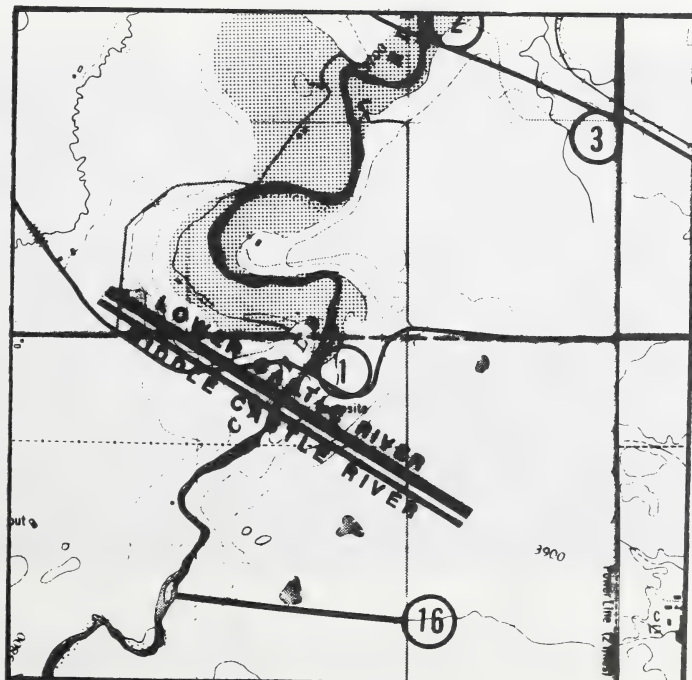
DESCRIPTION: Highway 3A Bridge

POSITIVE ASPECTS: There is an established campground and access point.

NEGATIVE ASPECTS: Fishery probably overused in this stretch of river.

LEGAL STATUS: N $\frac{1}{2}$ Sec. 35, Twp 6, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

_____ BASIC (SIGN, PARKING)

_____ FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

_____ DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ ML.)

COMMENTS:

PHOTO:



View of bridge crossing and campground

SITE ANALYSIS

RIVER: Castle SECTION: Lower SITE: 2

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: _____ KM (_____ MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

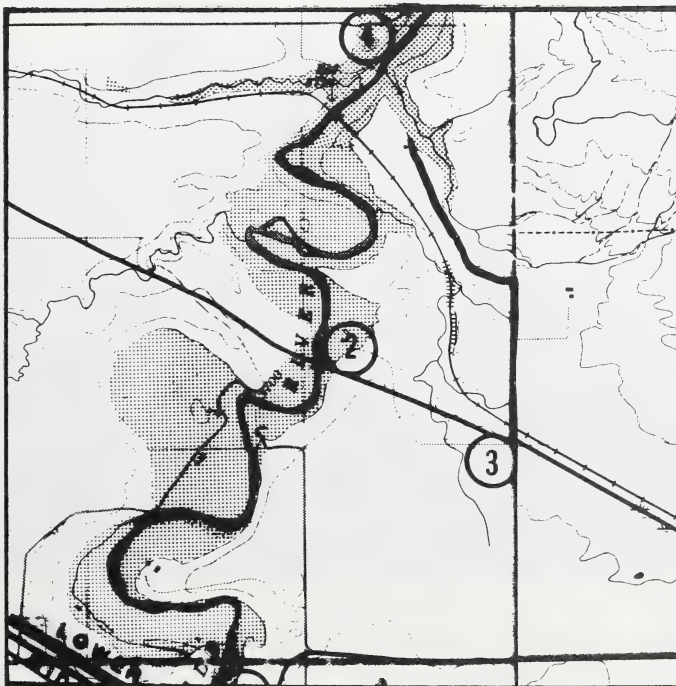
DESCRIPTION: Bridge on Highway 3

POSITIVE ASPECTS: Access directly to river. Well spaced in relation to
bridge upstream.

NEGATIVE ASPECTS: There is no parking at bridge.

LEGAL STATUS: SW Sec. 12, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (ML.)

COMMENTS:

This site should be taken advantage of by construction of a parking area.

PHOTO:



View downstream of Highway 3 bridge and surrounding area

SITE ANALYSIS

RIVER: Castle SECTION: Lower SITE: 3

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 3.2 km (2.0 mile) from Highway 3

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: 1.6 KM (.1 MI.)

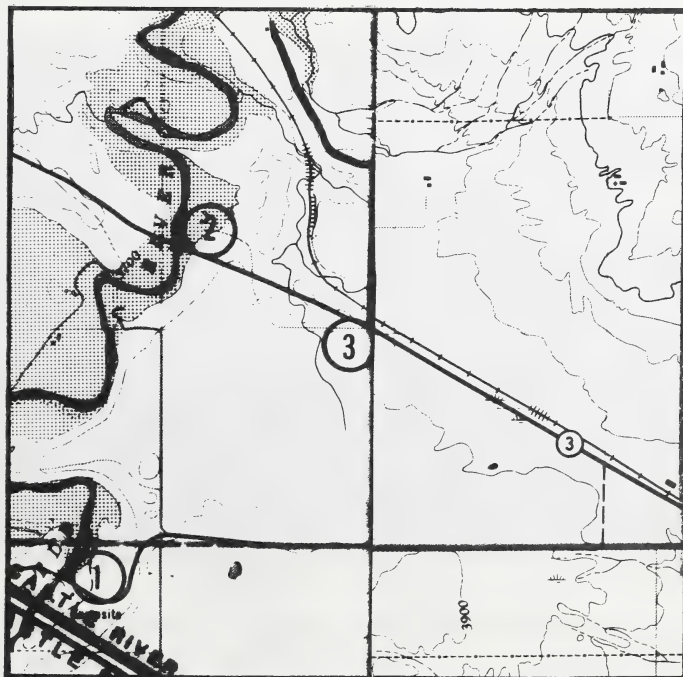
DESCRIPTION: Farm access road.

POSITIVE ASPECTS: This is the only viable access road on the east side of the
river between highway 3 and the Castle-Crowsnest confluence.

NEGATIVE ASPECTS: Road quality deteriorates with distance along this road.
There is better access on the west side of the river.

LEGAL STATUS: Begins at highway 3 and terminates in NW Sec. 13,
Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED 1.61 KM (1.0MI.)

COMMENTS:

Approximately 1.61 km. (1 mile) of road improvement would be required to make this a viable fisheries access road.

PHOTO:



Terminus of east side access road visible in bottom right corner

SITE ANALYSIS

RIVER: Castle SECTION: Lower SITE: 4

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: 1.0 KM (.6 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

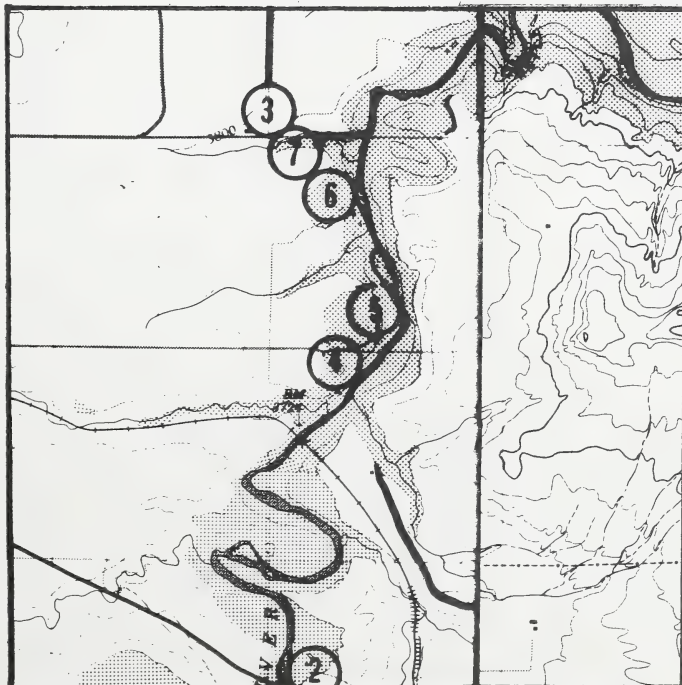
DESCRIPTION: Road allowance, farm access road.

POSITIVE ASPECTS: Access provided to river's edge.

NEGATIVE ASPECTS: Road terminates a valley - bottom farmstead.

LEGAL STATUS: NW $\frac{1}{4}$ Sec. 13, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

_____ ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (ML.)

COMMENTS:

If the farmstead site is unacceptable, the north-south road allowance between
sections 13 and 14, Twp 7, R 1 could be used in conjunction with a ravine which
leads to the river.

PHOTO:

SITE ANALYSIS

RIVER: Castle SECTION: Lower SITE: 5

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .16 KM (.1 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

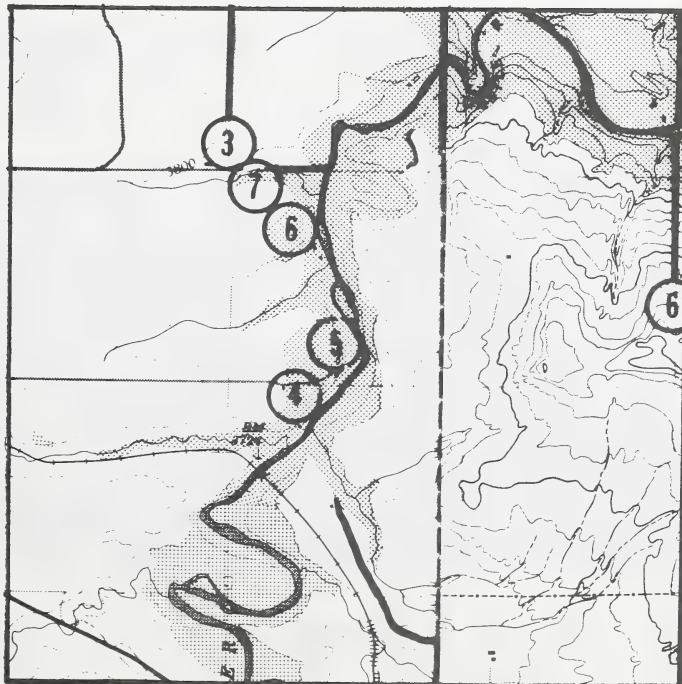
DESCRIPTION: Public road along section line.

POSITIVE ASPECTS: Provides public access to within very close range of the river.

NEGATIVE ASPECTS: River bank steep at access point. Possible conflict with
landowner who has buildings and farmyard right beside
the river.

LEGAL STATUS: EW Secs. 13, 24, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

1 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (MI.)

COMMENTS:

It is unsure where this road is public and where it is private since it is not
on a road allowance.

PHOTO:



View east along private farm access road

SITE ANALYSIS

RIVER: Castle SECTION: Lower SITE: 6

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .48 KM (.3 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: .16 KM (.1 MI.)

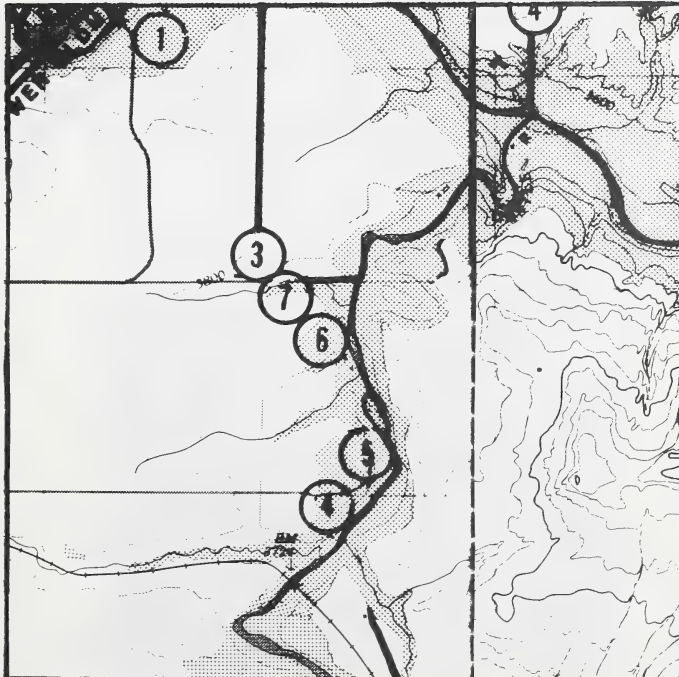
DESCRIPTION: Road allowances, farm access road

POSITIVE ASPECTS: Provides access to river's edge and is aesthetically
a good site.

NEGATIVE ASPECTS: Private land at road terminus.

LEGAL STATUS: NS Secs. 23, 24, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

3 BASIC (SIGN, PARKING)

2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)

1 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)

ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (ML.)

COMMENTS:

While it is probably unlikely, the development of a day use or facility would
be very desirable because of the aesthetic quality of the site.

PHOTO:



Farm access road
approaches river

SITE ANALYSIS

RIVER: Castle SECTION: Lower SITE: 7

DISTANCE TO RIVER FROM NEAREST SECONDARY ROAD: .64 KM (.4 MI.)

DISTANCE TO RIVER FROM NEAREST ROAD/TRAIL: _____ KM (_____ MI.)

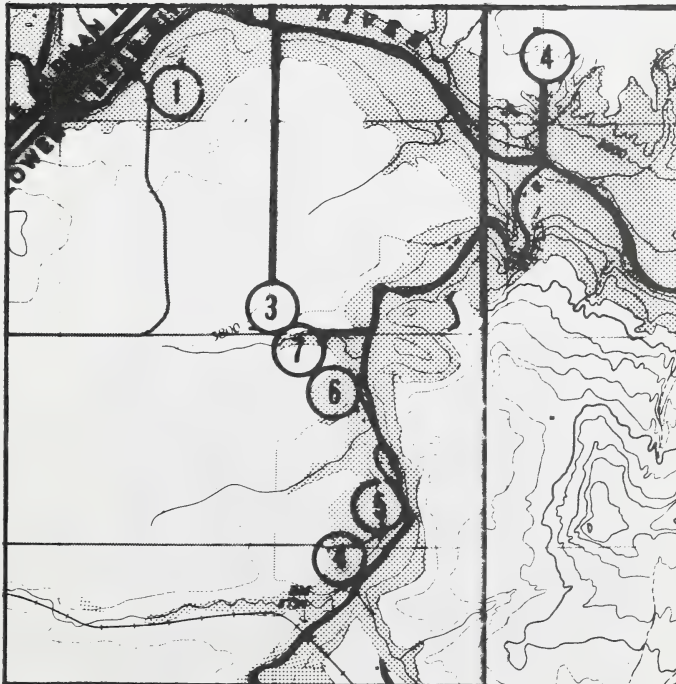
DESCRIPTION: Road allowance

POSITIVE ASPECTS: There is access to the waters edge.

NEGATIVE ASPECTS: The site by the river is only accessible by private road.

LEGAL STATUS: EW Secs. 23, 26, Twp 7, R 1, W5M

PROFILE:



DEVELOPMENT SUITABILITY:

- 1 BASIC (SIGN, PARKING)
- 2 FACILITY (SIGN, PARKING, PRIVY, GARBAGE)
- 3 DAY USE (SIGN, PARKING, TABLES, PRIVIES, GARBAGE, BARBECUES,
WOOD, WATER)
- ROAD DEVELOPMENT OF IMPROVMENT REQUIRED _____ KM (_____ MI.)

COMMENTS:

The terminus of this access could be either at the farmstead at the end of
the private road or at the point where the gravelled road deviates from
the west road allowance.

PHOTO:



Road allowance roughly
follows the ravine

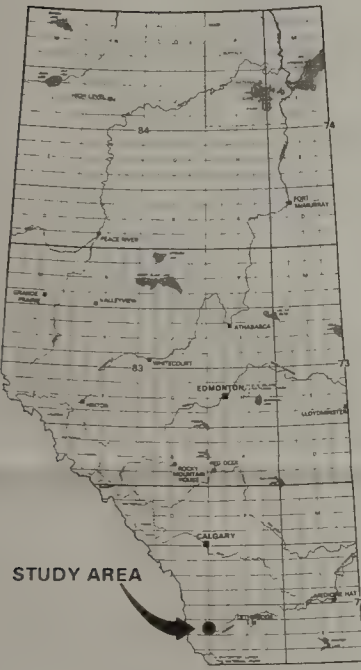
MAP 1

FISHERIES ACCESS STUDY
FOR
OLDMAN RIVER, CASTLE RIVER
AND
CROWSNEST RIVER

SCALE 1:30 000

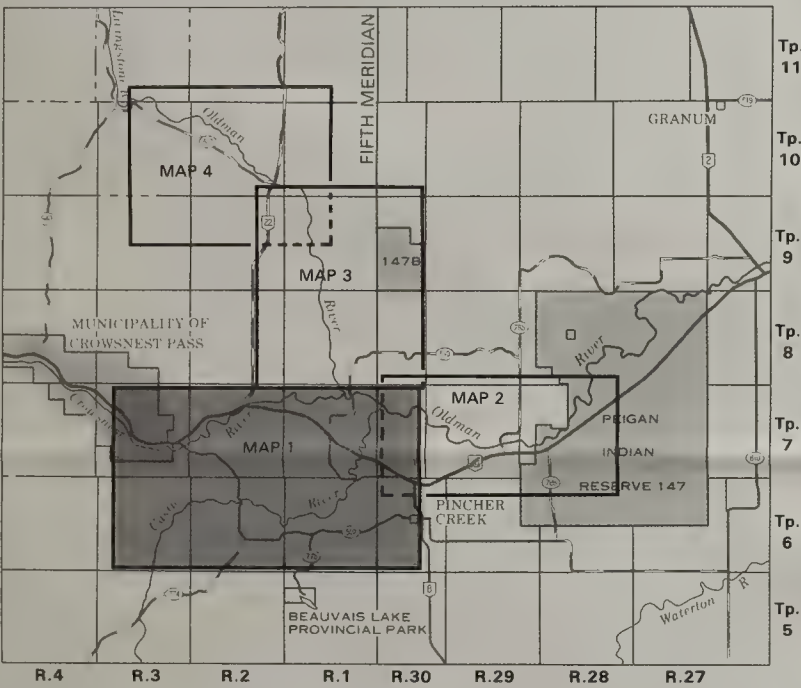


PROVINCIAL LOCATION



STUDY AREA

FISHERIES ACCESS STUDY



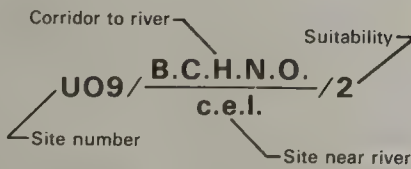
Proposed Three Rivers Reservoir Full Supply Limit
Fisheries Access Route

- Site number
- UO Upper Oldman River
 - MO Middle Oldman River
 - LO Lower Oldman River
 - UCN Upper Crowsnest River
 - LCN Lower Crowsnest River
 - UCA Upper Castle River
 - MCA Middle Castle River
 - LCA Lower Castle River

- Corridor to river
- A. Farm access road
 - B. Road allowance
 - C. 0-0.5 km
 - D. 0.5-1.0 km
 - E. 1.0-2.0 km
 - F. Unmarked
 - G. Fenced
 - H. Truck trail
 - I. Dirt road
 - J. Gravel road
 - K. Leased
 - L. Private
 - M. Public
 - N. Forested
 - O. Grassland
 - P. Cultivated

- Site near river
- a. Private
 - b. Public
 - c. Leased
 - d. Rough terrain
 - e. Forested
 - f. Grassland/cleared
 - g. Cultivated
 - h. Bridge
 - i. Farmstead
 - j. Road
 - k. Steep banks
 - l. Difficult shoreline

- Suitability
- 1. Unsuitable for development
 - 4. Day use-sign, road, parking, picnic, barbecue, barbecues



UPPER CROWSNEST
LOWER CROWSNEST

UCN8/ NONE /5
b.e.f.

LCN1/

NONE /2
b.f.h.

LCN2/ B.C.G.K.O. /2
a.e.k.

LCN3/ B.C.F.K. /2
a.d.f.k.l.

LCN3/ B.D.G.L.O. /2
a.f.i.

LCN5/ B.E.I.O. /2
a.f.l.

LCN6/ B.E.F.O. /2
a.f.k.

LCN7/ B.D.G.O.P. /2
a.f.k.

LCN8/ NONE /3
b.f.h.

LCN9/ A.B.E.G.J.O.P. /4
a.c.i.

MCA14/ B.F.C.P. /2
8.8.

MIDDLE OLDMAN
LOWER OLDMAN

LCA7/

LCA6/

LCA5/

LCA4/

LOWER
MIL



- | | |
|----------------------|------------------------|
| a. Private | g. Cultivated |
| b. Public | h. Bridge |
| c. Leased | i. Farmstead |
| d. Rough terrain | j. Road |
| e. Forested | k. Steep banks |
| f. Grassland/cleared | l. Difficult shoreline |

Suitability

- | | |
|---|---|
| 1. Unsuitable for development | 4. Day use-sign, road, parking, privies, garbage, barbeques, tables |
| 2. Basic sign, road, parking | 5. Existing development |
| 3. Facility sign, road, parking, privies, garbage | |

NOVEMBER 1984

Note: Uncontrolled mosaic taken from June 1976 photography

Cartography by Cartographic Services, Resource Evaluation and Planning Division, Alberta Energy and Natural Resources.







b.e.n.

VER CASTLE
MIDDLE CASTLE

E.I.K.O.P./2
a.f.

MCA16/A.E.I.L.O.P./2
a.f.

MCA15/B.C.P./2
a.e.

B.D.G.N./4
a.f.

LO7/ B.E.I.K.P. /4
a.f.

LO5/ B.C.G.K.P. /3
a.e.i.

LO9/ NONE /4
b.h.

LO10/ B.E.G.N.O. /2
a.e.k.

LO8/ B.D. /2
a.e.k.

LO6/ A.B.E.F.J.O. /2
a.f.k.

LO11/ B.E.I.N.O. /2
a.e.k.l.

LO13/ A.B.I.K.O.P. /2
a.e.

LO15/ A.B.E.I.P. /2
a.f.k.

LO12/ A.E.I.L.O.P. /3
a.f.

LO17/ B.C.I.K.N.O. /2
a.e.

LO19/ NONE /4
b.e.

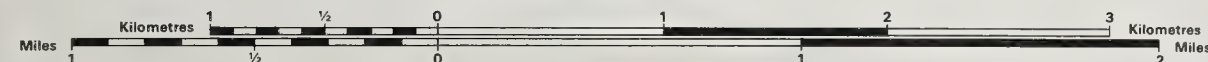
LO16/ A.B.D.I.P. /4
a.e.k.

B.D.F.K.N.P.

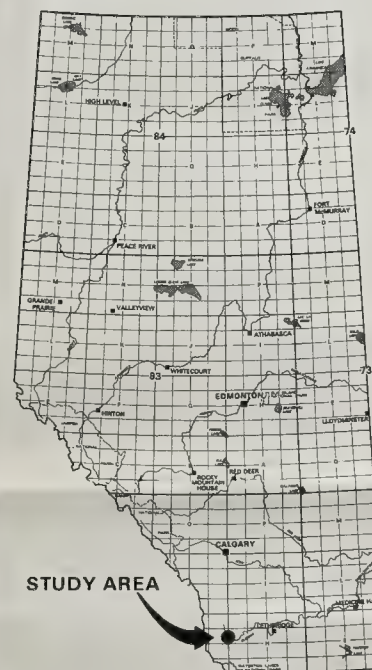
MAP 2

FISHERIES ACCESS STUDY FOR OLDMAN RIVER, CASTLE RIVER AND CROWSNEST RIVER

SCALE 1:30 000

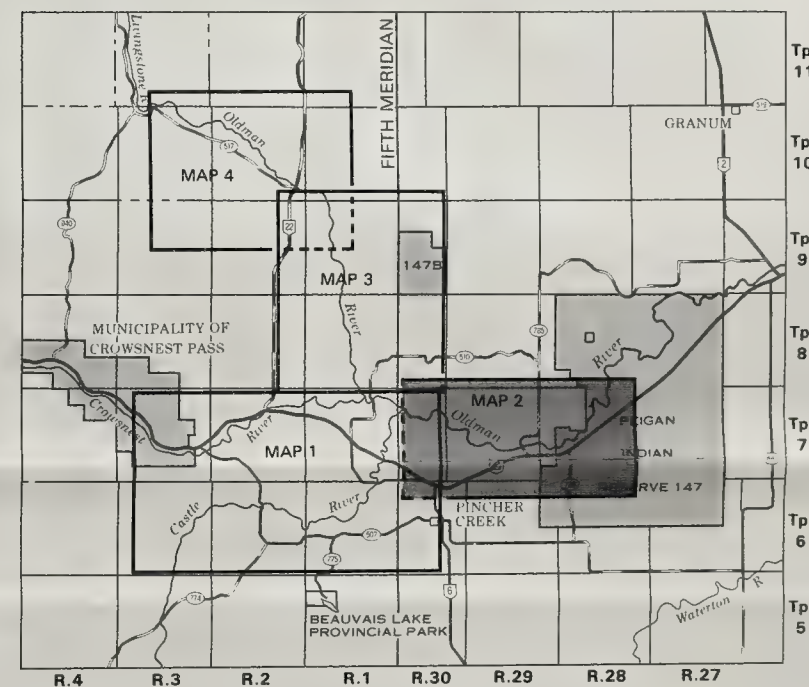


PROVINCIAL LOCATION



STUDY AREA

FISHERIES ACCESS STUDY



— — — Proposed Three Rivers Reservoir Full Supply Limit
— — — Fisheries Access Route

Site number

UO Upper Oldman River
MO Middle Oldman River
LO Lower Oldman River
UCN Upper Crowsnest River

LCN Lower Crowsnest River
UCA Upper Castle River
MCA Middle Castle River
LCA Lower Castle River

Corridor to river

A. Farm access road
B. Road allowance
C. 0-0.5 km
D. 0.5-1.0 km
E. 1.0-2.0 km
F. Unmarked
G. Fenced
H. Truck trail

I. Dirt road
J. Gravel road
K. Leased
L. Private
M. Public
N. Forested
O. Grassland
P. Cultivated

Site near river

a. Private
b. Public
g. Cultivated
h. Bridge
i. Forested

Corridor to river
Suitability
UO9/ B.C.H.N.O. /2
c.e.l.
Site number
Site near river



LO17/B.C.I.K.N.O./2
a.e.

LO19/NONE/4
b.e.

LO16/A.B.D.I.P./4
a.e.k.

LO18/B.D.F.K.N.P./2
a.e.k.

LO14/B.E.G.P./2
a.e.k.l.



Proposed TH
Fisheries Act

Site number

UO Upper Oldman River
MO Middle Oldman River
LO Lower Oldman River
UCN Upper Crowsnest River

LCN Lower Crowsnest River
UCA Upper Castle River
MCA Middle Castle River
LCA Lower Castle River

Corridor to river

A. Farm access road
B. Road allowance
C. 0-0.5 km
D. 0.5-1.0 km
E. 1.0-2.0 km
F. Unmarked
G. Fenced
H. Truck trail

I. Dirt road
J. Gravel road
K. Leased
L. Private
M. Public
N. Forested
O. Grassland
P. Cultivated

Site near river

a. Private
b. Public
c. Leased
d. Rough terrain
e. Forested
f. Grassland/cleared

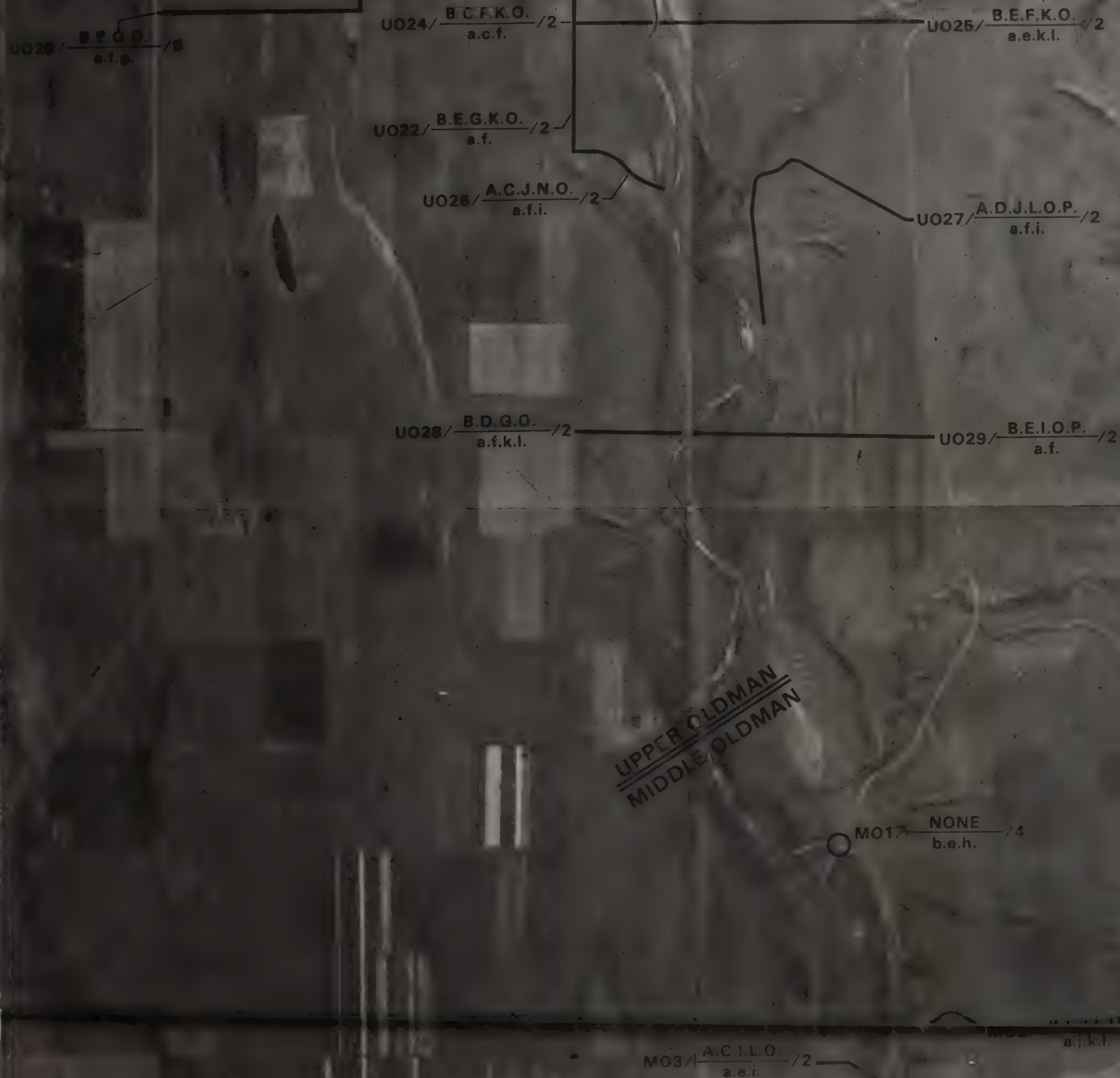
g. Cultivated
h. Bridge
i. Farmstead
j. Road
k. Steep banks
l. Difficult shore

Suitability

1. Unsuitable for development

4. Day use-sign

MAP 3



Miles 1 Kilometres 1

PROVINCIAL L



Site number

UO Upper Oldman
MO Middle Oldman
LO Lower Oldman
UCN Upper Crows

Corridor to river

A. Farm access
B. Road allowance
C. 0-0.5 km
D. 0.5-1.0 km
E. 1.0-2.0 km
F. Unmarked
G. Fenced
H. Truck trail

Site near river

a. Private
b. Public
c. Leased
d. Rough terrain
e. Forested
f. Grazed

Suitability

1. Unsuitable for
2. Basic-sign, rough
3. Facility-sign, privies, garbage

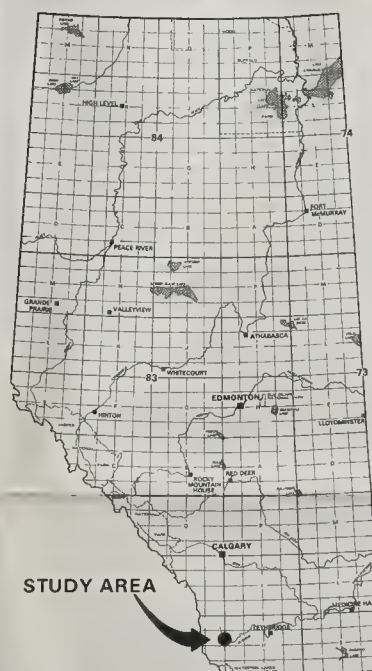
MAP 3

FISHERIES ACCESS STUDY FOR OLDMAN RIVER, CASTLE RIVER AND CROWSNEST RIVER

SCALE 1:30 000

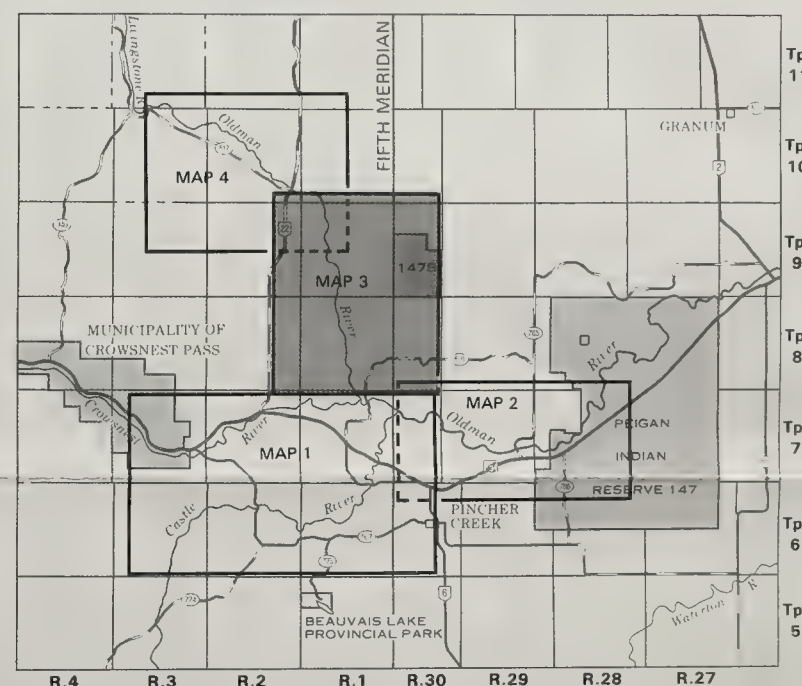


PROVINCIAL LOCATION



STUDY AREA

FISHERIES ACCESS STUDY



----- Proposed Three Rivers Reservoir Full Supply Limit
———— Fisheries Access Route

Site number

UO Upper Oldman River
MO Middle Oldman River
LO Lower Oldman River
UCN Upper Crowsnest River

LCN Lower Crowsnest River
UCA Upper Castle River
MCA Middle Castle River
LCA Lower Castle River

Corridor to river

A. Farm access road
B. Road allowance
C. 0-0.5 km
D. 0.5-1.0 km
E. 1.0-2.0 km
F. Unmarked
G. Fenced
H. Truck trail

I. Dirt road
J. Gravel road
K. Leased
L. Private
M. Public
N. Forested
O. Grassland
P. Cultivated

Site near river

a. Private
b. Forested
c. Leased
d. Rough terrain
e. Forested
f. Grassland/cleared

g. Cultivated
h. Bridge
i. Farmstead
j. Road
k. Steep banks
l. Difficult shoreline

Suitability

1. Unsuitable for development
2. Basic-sign, road, parking
3. Facility-sign, road, parking, privies, garbage

4. Day use-sign, road, parking, privies, garbage, barbecues, tables
5. Existing development

Corridor to river
Suitability
UO9/B.C.H.N.O./2
c.e.l.
Site number
Site near river

a.e.f.
MO6/ A.C.I.L.O. /2
a.e.f.i.

MO7/ B.E.G.I.K.N.P. /2
a.e.f.

MO8/ B.E.I.O.P. /2
a.e.k.

MO10/ A.E.I.P. /2
a.e.f.

MO9/ A.B.E.G.I.N.P. /4
a.e.f.

MO11/ B.C.G.P. /3
a.g.l.

MO13/ B.E.C.O.P. /1
a.k.l.

MO1/ A.C.G.P. /2
a.g.l.

MO14/ A.E.J.O.P. /2
a.g.

MO15/ A.E.G.H.K.P. /2
a.e.k.

MO17/ B.D.I.K.O.P. /1
b.f.

MO16/ B.D.I.O.P. /2
b.f.

108/ B.E.I.O.P. /2
a.e.k.

MO10/ A.E.I.P. /2
a.e.f.

MO12/ B.E.O.P. /1
a.k.l.

MO14/ A.E.J.O.P. /2
a.g.

MO17/ B.D.I.K.O.P. /1
b.f.

U01/ B.D.F.K.O. /1
c.e.f.

U03/ A.D.I.L.N.O. /2
c.e.

U02/ B.D.G.K.N.O. /3
c.d.e.

U04/ B.E.H.O. /2
a.f.

U05/ B.C.G.N.O. /2
c.e.

U06/ B.F.K.O. /2
c.e.f.

U07/ B.H.N.O. /2
a.f.

U08/ A.E.I.O. /3
c.e.f.

U010/ B.D.F.O. /2
a.f.

U09/ B.O.H.N.O. /2
c.e.l.

U012/ B.C.F.O. /2
a.f.l.

U011/ B.E.G.O. /2
c.e.

U014/ B.C.G.K.O. /2
a.f.k.l.

U013/ B.E.G.I.N.O. /4
c.f.g.

U016/ B.C.F.K.P. /2
a.g.k.l.

U015/ B.C.F.I.N. /2

U01

.O./2

UO16/ B.C.F.K.P. /2
a.g.k.l.

O./4

UO18/ B.C.G.K.O. /2
efkl

BDEKO

UO16/ B.C.F.K.P. /2
a.g.k.l.

UO13/ B.E.G.I.N.O. /4
c.f.g.

UO15/ B.C.F.I.N. /2
a.f.

UO17/

UO20

Alberta

ENERGY AND NATURAL RESOURCES

MAP 4

FISHERIES ACCESS STUDY FOR OLDMAN RIVER, CASTLE RIVER AND CROWSNEST RIVER

SCALE 1:30 000

— — — Proposed Three Rivers Reservoir Full Supply Limit

— Fisheries Access Route

Site number

UO Upper Oldman River
MO Middle Oldman River
LO Lower Oldman River
UCN Upper Crowsnest River

LCN Lower Crowsnest River
UCA Upper Castle River
MCA Middle Castle River
LCA Lower Castle River

Corridor to river

A. Farm access road
B. Road allowance
C. 0-0.5 km
D. 0.5-1.0 km
E. 1.0-2.0 km
F. Unmarked
G. Fenced
H. Truck trail

I. Dirt road
J. Gravel road
K. Leased
L. Private
M. Public
N. Forested
O. Grassland
P. Cultivated

Site near river

a. Private
b. Public
c. Leased
d. Rough terrain
e. Forested
f. Grassland/cleared

g. Cultivated
h. Bridge
i. Farmstead
j. Road
k. Steep banks
l. Difficult shoreline

Suitability

1. Unsuitable for development
2. Basic-sign, road, parking
3. Facility-sign, road, parking,
privies, garbage

4. Day use-sign, road, parking,
privies, garbage, barbeques,
tables
5. Existing development

Corridor to river

UO9/ B.C.H.N.O. /2
c.e.l.

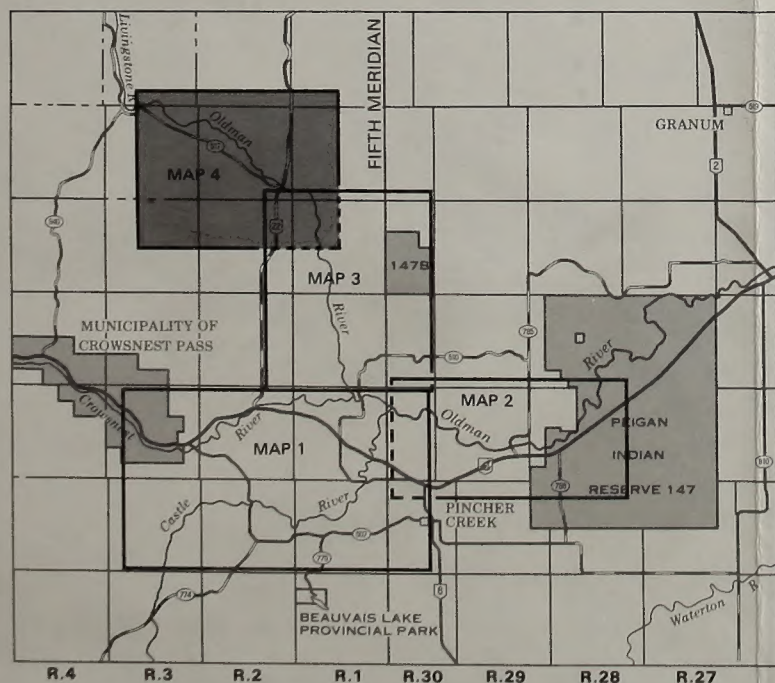
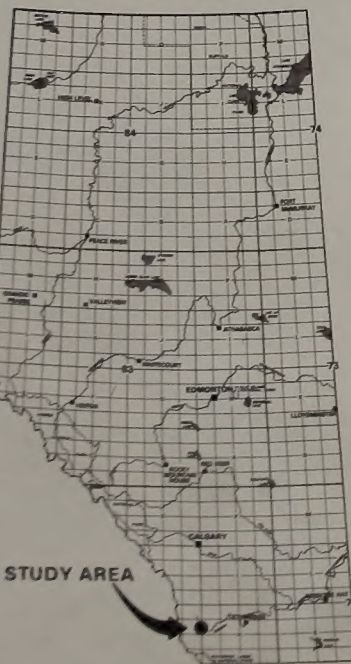
Site number

Suitability

Site near river

PROVINCIAL LOCATION

FISHERIES ACCESS STUDY



NOVEMBER 1984

Note: Uncontrolled mosaic taken from June 1976 photography

Cartography by Cartographic Services, Resource Evaluation and Planning Division, Alberta Energy and Natural Resources.

B.C.F.K.P./2
a.g.k.l.

C.F.I.N./2
a.f.

U018/B.C.G.K.O./2
a.f.k.l.

U023/B.D.F.K.O./2
a.f.k.l.

U021/C.I.L.O./2
a.f.

U017/B.C.G.K.P./2
a.f.

U019/NONE/5
b.h.k.

U020/B.E.G.O./5
a.f.g.

U024/B.C.F.K.O./2
a.c.f.

U025/B.E.F.K.O./2
a.e.k.l.

U022/B.E.G.K.O./2
a.f.

U026/A.C.J.N.O./2
a.f.i.

U027/A.D.J.L.O.P./2
a.f.i.

U028/B.D.G.O./2
a.f.k.l.

U029/B.E.I.O.P./2
a.f.

N.L.C. - B.N.C.



3 3286 05366721 4